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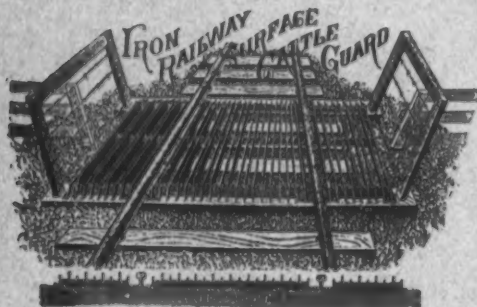
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HERE AND THERE IN WASHINGTON.

There is a frantic and feverish zeal for town-building and town-booming in Western Washington. The newspapers are full of advertisements of towns unheard of a few months ago, because they did not then exist even in the imagination of the speculators who are now seeking to sell lots in them and clamoring about their wonderful advantages and certain growth. Most of these places will never come into being at all except on handsome lithographic maps and in the display advertisements in the newspapers. Some are backed by money enough to clear a few acres of forest, build a wharf and put up a dozen buildings. This is all decoy work, however, and signifies no lasting results. The new-comer in Western Washington should hesitate long before dropping his money in towns of which he never heard before his arrival. He should understand that the cities of this region are already established and that there is no room for more, and that all points where natural productions and harbor and railroad advantages combine to make promising town-sites, were occupied years ago.

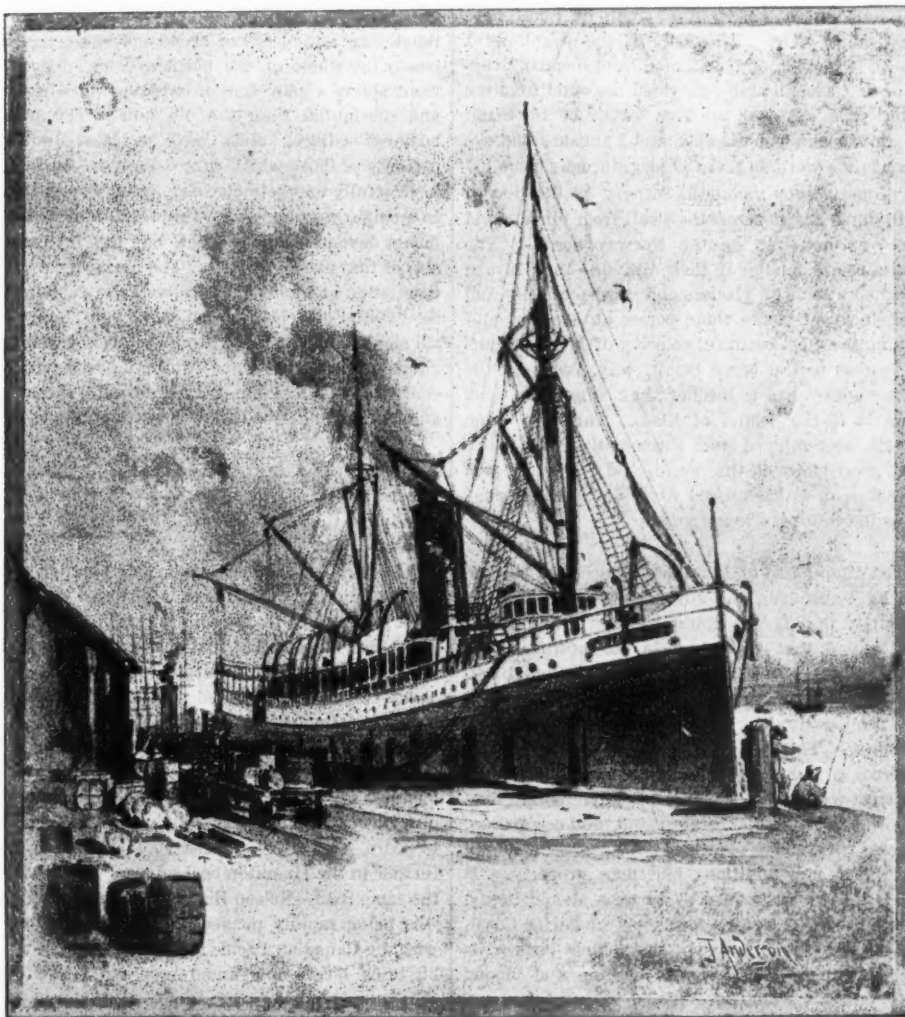
I do not say that a few of the embryo towns on the Sound, the bays and the rivers of Washington, may not develop into good business points. There should be, in time, an active town at the head of Hood's Canal, one on Willapa Harbor, the new name for the deep-water end of Shoalwater Bay, and one on Gray's Harbor, if rival schemes do not divide the business there too much between the north and south sides; and there may, some years hence, be a place of considerable commerce at the mouth of the Columbia River, on the Washington side, below Astoria, and another on Fidalgo Island on the Lower Sound; but more than a score of the new towns now being advertised are purely speculative and fictitious. The settler or investor should use his own judgment carefully before putting either his money or his time and labor into any new place, and should trust to no singing of the town lot siren.

An Eastern man was boasting to a friend in Tacoma lately of the "snap" he had secured in a new paper town in the coast region. "Why," he said, "I bought three of the best business lots for \$500 apiece." The friend puffed at his cigar for a few minutes and made a mental calculation. "That land," he replied, "was bought only sixty days ago for fifty dollars an acre, and now you have bought a few feet of it at the rate of \$5,700 per acre. All that has happened to give that particular neck of woods an increased value is that the newspapers are saying that a railroad is going to be built there. At present you say there is nothing but a saw mill and a few houses on your town-site. How do you know that the railroad will ever be built and if it is built how do you know that it will make a town at that particular place?"

The steamboats on Puget Sound have greatly increased in number of late and some of the new ones are thoroughly Eastern in their handsome cabin furnishings and in the comforts they afford to travelers. The largest and fastest of the new boats is the "City of Kingston," built upon the Delaware and brought out last year around South America, after running for a year or two upon the Hudson. She belongs to the Puget Sound and Alaska Steamship Company. The secretary of this company is Walter Oakes, son of T. F. Oakes, President of the Northern Pacific Railroad. Walter already shows much of his father's business talent and executive ability. He never had any liking for the idle life led by most rich men's

sons. As soon as he was out of school he took a subordinate position on a railroad in the Southwest, worked hard, learned the transportation business, saved most of his salary, made judicious investments and was entirely independent of parental aid in money matters. He is now one of the capable and rising young business men of the new State and will have a fortune of his own long before he will inherit one.

I spent a May day in the quaint seaport town of Port Townsend—a place of superb marine and mountain views and of a picturesque life, nautical, commercial, military, speculative and Indian—the canoe



WHARF SCENE, TACOMA, WASHINGTON.

of the savage contrasting with the huge hull of the ocean steamship; the little black sail of the dug-out, with the great white wings of the clipper ship; and on the land the blanketed aborigine and his dish-faced squaw staring at the electric railway, the placards of the real estate agents and the finery in the windows of the dry-goods stores. The town had grown in four years almost out of my recollection. On the main business street nothing familiar remained among the rows of tall brick blocks, except the ancient, ram-shackle hotel, with its odd galleries and balconies and out-door stairways, and the tide running under its floors, where I formerly lodged. It was unchanged, save that the landlord had grown stouter and the odors of the tide appeared to have gained in variety and pungency. Port Townsend is enjoying its full share of the new growth and movement in the Sound Country. The railroad, upon which it has counted for two or three years, is now going forward. Construction is in progress on two links of this road—the Port Townsend Southern—under charge of Elijah Smith's Oregon Improvement Company. This year about thirty miles of track will be built out of the Port, and about thirty more from Union City, at the head of Hood's Canal, to Olympia. The narrow-gauge road from Olympia to Tenino has been purchased by the Improvement Company and will be widened. Thus will there be opened a new route of but fourteen hours between Port Townsend and Portland, including a short steamboat trip on Hood's Canal, and the Northern Pacific run from Tenino to Portland. Next year the road will be finished along the Canal. The Improvement Company builds the Port Townsend Southern to sell, and its ultimate destiny will be to pass into the hands either of the Northern or the Union Pacific Company—probably the former.

It is a three hours' sail by fast steamboat from Port Townsend to Victoria, the capital city of British Columbia, around Wilson's Point, out of Admiralty Inlet and across the Strait of Juan de Fuca, here thirty miles wide. Nowhere in the world, as I believe, is there a more delightful and inspiring voyage of the same length—provided the wind from the Pacific does not toss the blue waters of the Strait enough to make you sea-sick, and I am sure that nowhere in the world is there as magnificent a combination of marine and mountain scenery as the view of the Olympic Range across the Strait from the Victoria Shore—no, not even on the Norway fjords. The mountains are sublime in their altitude—their savage summits glitter with glaciers and snow-pinnacles and on their lower slopes there comes at evening and morning the most beautiful coloring of blue and purple; and as to the broad Strait, why, not even the Mediterranean has a lovelier hue when you look across it to the island of Elba. The view from Victoria, best enjoyed from Beacon Hill Park, is one of the great views of the world, and the tourist who has not seen it has missed what is worth a journey across the continent to gaze upon.

I had often heard of late that Victoria had been so hurt by Vancouver, the New Canadian Pacific terminal city that it was going backward, and I was glad to find that these reports are untrue. This charming little city can show many new buildings, an electric railroad and other signs of an increase of population and trade. It claims to have 20,000 inhabitants. The real estate offices are almost as numerous as in Seattle or Tacoma, and that fact is a very trust-worthy sign of progress, for only in growing towns does the real estate agent find occupation. One sees everywhere placards and advertisements of choice lots, new additions and acre property. It would, indeed, be a pity if Victoria should decay, for it is the delight of the tourist on the Pacific Coast, with its rock-bound coves of marvellous beauty, its English cottages half hidden in verdure and bloom, its excellent macadamized roads, its solid gray and red buildings, its British naval station, its pretty little theater and its comfortable, old-fashioned and

absurdly dear hotel. It is a genuine little capital of social, political and commercial life; quiet, dignified and contented, and it keeps its own gait, not minding much the pushing and bragging of the new railroad terminal town on the mainland across the Georgian Gulf.

Even moss-grown Olympia, venerable in a new country, with her thirty-odd years of village-life, is feeling the impulse of the great tide of population and capital which has been pouring into Washington of late. A large hotel, set upon a hill, now looks over the waters of Budd's Inlet, horse-cars jog along under the shade of the cherry trees and maples, and a daily paper, managed by that veteran journalist, Clarence Barton, diffuses news and politics. From the terminus of a little local narrow-gauge railroad Olympia is soon to blossom out as an important railroad center—the junction point of lines of the Northern Pacific, the Union Pacific and the Port Townsend Southern. It is needless to add that the real estate boomers are on the ground in force with their plats, and their talk of sudden wealth following close upon the heels of small investments.

Tacoma's most notable feature of very recent progress has been the substitution of swift-running electric cars for the uncertain and tardy horse-car and the old rickety motor line. The new cars climb astonishing grades and practically solidify the whole four-mile stretch of city from the old town to the head of the bay. Remoter points north and south are reached by two new steam motor roads. The city is busy building scores of business structures and hundreds of dwellings and planning for a new \$400,000 hotel, new docks, the building of steel barges on the McDougal whale-back plan, to carry wheat and coal, and the coming of the Pacific's Mail Company's steamers from Japan, which are soon to establish a terminus here.

Little can now be seen in Seattle to tell of the great fire of a year ago. There has been a marvellous rebuilding, and blocks of brick and stone now cover nearly the whole of the burnt district. The waterfront shows a new line of wharves more extensive and substantial than the old ones. The tall new business edifices must have at least double the capacity of those which were destroyed. In fact, this wonderfully energetic city has not only fully replaced in a single year her entire business plant which the flames devoured in one night, but has increased the size of that plant two-fold. The newspapers claim a population of 45,000. There are four cable roads in Seattle and one electric road. St. Paul had to wait till she had over 150,000 people before she could get a single rapid transit line. Our Minnesota cities are conservative and slow compared with these brisk, ambitious, public-spirited new towns on Puget Sound.

From Tacoma to Fairhaven is an all-night's run on a fast little stern-wheel steamboat, leaving at five and arriving at the new town on Bellingham Bay at seven. The last part of the sail is among the bold islands of the San Juan Archipelago, half shrouded in the mist of morning. Fairhaven is just now the liveliest place of its size in the whole Sound Country. Its people are all confident that they have planted themselves on the site of a future city. There must be about twenty-five hundred of them at present, and they are demonstrating their faith by grading and planking their streets without even waiting for the legal forms of incorporation, and by erecting solid business structures and handsome residences. The new railroad is now in operation twenty-eight miles to Sedro, and is being constructed twenty-two miles further to the Hamilton coal mines. Another line of the same road—Nelson Bennett's Fairhaven Southern—is being rapidly pushed northward to a junction with the Canadian Pacific at New Westminster. The big brick hotel, now under roof, will cost \$100,000. Fairhaven's quick growth in less than a year and its present energetic development proceed from a combination of advantages and are legitimate and solid.

These advantages are deep-water frontage, a good commercial position on the Lower Sound, railroads to the interior coal mines, extensive tracts of good timber, and a good deal of farming land in the valleys which descend from the Cascade Mountains to the tide-water.

Touching elbows with Fairhaven, in the graceful curve of Bellingham Bay, is the consolidated city of New Whatcom, just formed by the union of Whatcom and Sehome. These towns dated back to the Fraser River mining excitement of 1858, when ship loads of adventurers from San Francisco disembarked here and opened a trail to the mines. They had a dull and decrepit existence for more than thirty years, after the miners left, but the new movement in the Puget Sound Country has lifted them on the high wave of a buoyant and lasting prosperity. New Whatcom has now about 5,000 people, a railroad, building southward and northward, a business street more than a mile long and solidly planked, long wharves, big saw-mills, banks, newspapers and electric lights. It is a cheerful, active place, backed by the populous farming valley of the Nooksak River. The scenery is superb—the Cascade Range and the huge dominating snow-peak of Mount Baker for a back-ground, and in front the blue bay and the high wooded islands of the San Juan Archipelago.

By all odds the most remarkable instance of rapid town building in the Pacific Northwest in recent years is that of Anacortes, on Fidalgo Island, where there was nothing last fall but the usual Puget Sound forest and two or three lonesome houses, and where there are now at least a thousand people. The forest came down and the town arose with such celerity that Anacortes received the sobriquet of "the Magic City." Long ago Fidalgo Island was selected by land speculators as the probable site of a future town, because of its harbor and its position facing the Strait of Fuca. The immediate cause of the sudden rush of people to the place was the starting of a railroad eastward to coal mines on the Skagit River, and the contingency that this road might in time be the western link of a new transcontinental line. This and skillful advertising, together with a general knowledge throughout the Sound Country of the advantages of Fidalgo Island for possible commercial development, turned the wilderness into populous streets in the short space of three months.

E. V. S.

WASHINGTON CITY AND WASHINGTON STATE.

Washington's member of congress, Hon. John L. Wilson, delivered a speech at Philadelphia on the occasion of Washington's birthday, and spread himself thus: "On the banks of the Potomac, at the capital of this nation, in a city that bears the name of an illustrious hero who has been called the father of his country, the loving sons of the American republic have reared a monument that shall pierce the sky for all coming ages—a monument of stone, gigantic, grand, in honor of that hero whose birthday we celebrate to-night—of Washington. But on the far western coast, beyond the Rocky Mountains, where the sun, tired with its march over this mighty land, stops to throw burning kisses from behind the Golden Gate, sons of the American Republic, that yield to none in loyalty, in intelligence or enterprise, have reared another monument, that shall in symbols more lasting than the eternal rocks, perpetuate our hero's name—a State named Washington."

There is talk of giving the State of Washington the sobriquet, "Evergreen State." We kick. People all over the country are wondering why we were "ever green" enough to adopt the abbreviation "Wash." Wash, that's euphonious, isn't it? Sounds just like pure old Missouri or Arkansas illiteracy. While they were at it why didn't they imitate the astute Bostonian, and instead of Wash, call it Ablution? We've got to stand by "Wash." now, but it is still time enough to kill this "eternal verdancy" act.—*Seahaven Western World.*

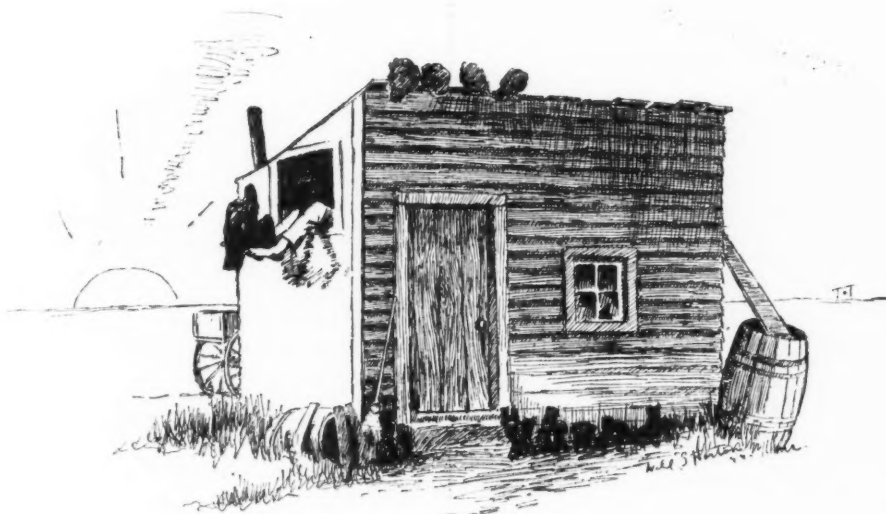
WESTERN HUMOR.

A Day Dream.

The devil came with a rush and a whoop into the *Gem* editor's sanctum; he mauled us one with a stick of wood, for which we kindly thank'd 'm. We were asleep and snored with a might that made the shingles rattle; from which it was as hard to awake us as with tariff reform to battle. After waking us up in this barbarous fashion, he said, (and his voice was low and sad), "a stranger your best girl is a mash-in;" you can bet your old socks we were good and mad. Not for the girl—or the sleep for that matter, but it scared us, this imp all smiling and sloppy who awoke us such simple tidings to tell when we thought sure he was after "more copy."—*Julietta Gem*.

At a Revival Meeting.

According to current report the following was an incident that happened at one of the revival meetings in this city: Those in the congregation who wanted to be on the Lord's side were asked to rise. Among those who got up was a tall and sturdy Norwegian. Presently the evangelist reached him in making his personal appeal to those who had risen. "Well, my friend," said he, cheerfully, "are you willing to go to work for Jesus?" "Val, ay tank note," said the



CLOSE QUARTERS ON THE PRAIRIE.

Norwegian, deliberately, "Ay got yob now—gude yob—by Norden Pasfeek."—*Fergus Falls Journal*.

She Staggered Bruin.

'Twas out in the gloaming, way out in Wyoming, a maiden sat combing her hair; when, heated with roaming, all panting and foaming, there came up and squeezed her a grizzly bear. It did not fright her—the bear did not bite her; she lay back and murmured "Still tighter, my dear!" This broke up old bruin, he left off his wooing, sneaked back to the mountains and hid for a year.—*Star of Idaho*.

An Illustrated Story.

The season has come when the Garfield fisherman goes down to the river and catches a fish about so long

He slips home and has it cooked, then he comes up town and tells the folks it was so long

But the folks have been there themselves, so they just sit and grin

So he turns sadly around and goes home, looking tired.—*Garfield, Wash., Enterprise*.

A Railroad Story.

"No, we don't bounce the tramps who ride on the bumpers of our freight train," said a freight conductor who has a run to the West. "I presume that we carry an average of a dozen each trip, but if they remain between the cars we pretend not to see them."

"But it is against orders," was urged.

"Oh, yes, but there is a higher power than general orders, even for railroad men. Five or six years ago I used to be hard on the railroad tramp. I'd have the train looked over at every stop, and if we caught a chap he got handled pretty lively. Nowaday I throw out a hint to the brakeman to shut both eyes, and if the tramp don't presume too much on my good nature no one will disturb him."

"What happened to change your mind?"

"Oh, a little incident of no interest to the public, but a great deal to me. I was married in December three years ago. On the third night I got an order to run out with an extra. There was a cold rain, which froze as it fell, and one of my crew got hurt at our very first stop. This left us short handed, and as we could not supply his place I had to act for him. We were back in the mountains, running strong to make time; when the engineer whistled brakes for a grade. I climbed out of the caboose with the brakeman, and had set two brakes and was after the third, when a

of a rich young Englishman among the cowboys.

"A few weeks ago," relates Mr. Lusk, "a young Englishman came out to our country in quest of some good investment. He was at one of my ranches for a few days. One afternoon as the cowboys were about to round up a bunch of cow ponies, the young man said that he would enjoy a good ride in the saddle. He said he was used to riding only thoroughbreds, and he didn't think we had a horse good enough for him. The boys convinced him that they had one of the finest horses on the plains, and if he knew how to ride he was welcome to the animal. He was apparently insulted when questioned about his ability to ride, and answered that he could ride any kind of a horse. A sleepy-looking broncho was brought out from the corrals and saddled. Though he appeared half dead he was the worst buckner in the herd.

"'E's lifeless,' said the foreigner when the pony was brought to him. The boys said the nag would wake up after the first mile, and milord got into the saddle. He didn't linger long. The first buck-jump placed him on the horse's neck, and after the second he was in the atmosphere. He turned a double summersault and landed on the sharp end of a cactus plant. When he picked himself up one of the boys asked what he thought of the thoroughbred now. The question made the Englishman turn pale.

"'E's a good 'oss,' he answered, 'but he lopes too bloomin' 'igh.'

"You couldn't blame the boys for laughing. The Englishman didn't notice it, for he was too busy separating himself from the sharp points of the cactus."—*Chicago Tribune*.

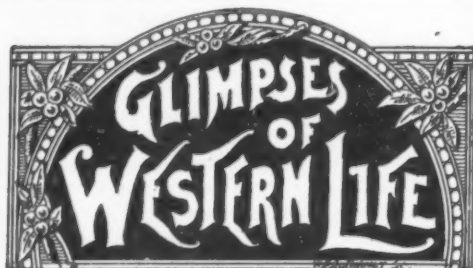
How the Trouble Begun.

An attorney with a divorce case on hand, in answer to an inquiry as to what a certain party in Seattle could testify to, has received a reply something like this:

Deer Sur: I boarded with them peeple and the troubl ariz when his muther caim to pai them a visit. Wen she caim in she stumbled over a kradil which had bin left in the haul. Wat is that, sez she. That is a kradil which we got fur ower little dawg, sez Sara Ann, blushing, fur they had been married only 2 munts. Hennery had bot that kradil fer 1-8ty on speckerlashun. O indeed sed the old lady, which is hi toned an morrel, I guess I better go to the hotel an stal, but Hennery xplaned it waz anoxiun kradil he had bot fer 1-8ty wich kooled hir down sum, but the kooler she gut the mader Sara Ann wuz. Nex mornin at brekfes Sara Ann sez do u tak koffy, an the ole lady sez I donte kar fur koffy an Hennery sez wy mothr I thot yu alwaze tuk koffy an she sez I mos alwuz du tak koffy wen I am 3 hom, makin a big plai on the koffy, an Sara Ann sez I am soary u air not at home so yu kan tak ur koffy, an Hennery sez I wood like to hav u make koffy whil u air heer an Sara Ann sez yes an kook the beef stak an keep hows fur ur sun fer I'm goin back to mi fathers boo-hoo boo hoo and she wep coplus an the ole woomun sez mld like u must remember mi dattir that Hennery is a very partikilur pirsen an it ot tu be a plesir to wate on a partikilur pirsen, lord chile i wish mi husbend had ben moir partikilur and Sara Ann sez purhaps if ur husbend had ben moir pertiklir he wuld knot hav bin ur husbind. The ole woinin lade bak paralyzed like till she ketched hur 2nd wind an then she sez in hir Bosting fashun fur she komes frum Bosting—Mi dattir yur vulgarroty an kussedness demunstrats the humbliness uv ur origin. I am told you never had a bed to sleep in be 4 u marriid mi sun an that ur foks allers et offen the top uv the kook stove an then they had it Sara Ann callin the old lady a pelican an other things tu numeris two menshun an Hennery walkin up an down ringin his hans an shoutin tu kum off an the ole woinman flyin out the dore mutterin about not bein fond of bein kaled a ole pelikan bi a red heded jezebel wat kept a kradel in the frunt parilr that had seen servis an thats all i no about it. If this testimony wil du u eny gud u kan kall on me.—*Whatcom Revellie*.

He "Loped too Bloomin' 'Igh."

One of the best known men in Wyoming Territory is Frank J. Lusk of the town which bears his name. He came to Chicago from the wild West, and in the rotunda of the Grand Pacific he told an experience



SUNRISE FROM PORTLAND HEIGHTS.

Night's dreary blackness is fleeing away!
Far o'er the Cascades, misty and gray,
Tremulous shadows herald the day.

Far to the eastward, somberly dress'd,
Stands the white giant,* grand in his rest;
Guarding Columbia's Gate to the West!

Song-birds are singing a musical glee—
Far thro' the azure, fearless and free,
Sails the proud eagle majestically.

Swift the sun's coursers flashing afar,
Gorgeous the beauty of spangle and bar,
Paling to nothing th' morning's white star.

White as the drifts of the fierce winter's snow,
Masses of vapor lengthen and grow—
Tears from the fret of the wild river's flow.

Purple and crimson, sapphire and gold,
Deepen and broaden to visions untold—
Storm scar'd St. Helena, new glories unfold.

Past day's meridian, tireless in flight,
Flash the tall sunshafts, rosy and bright,
Down the long West in pursuit of the night.

*Mt. Hood.

ETOILE.

A Female Stage Driver.

A woman, Miss Jessie Carson, drives the stage between Osage and Park Rapids, Minnesota. She has done it for years—making three trips a week—summer and winter, and often with the thermometer down to forty degrees below zero.

The Gopher as a Prospector.

While the men employed at the Montana Mica Company's property, south of this city, were making some surface investigation on the mica ledge, the other day, they found a gopher hole where a peculiarly yellow soil had been dug out by the animals, says the *Dillon Tribune*. An investigation was made and at a depth of five feet a fine ore lead was discovered. Specimens were sent to a responsible assayer and the returns indicate sixteen ounces in silver and two dollars in gold. As the work done proves the lead to enlarge as depth is attained, the company hopes to find rich ore by developing. This lead is traceable upon the mica ledge for nearly the entire extent of the company's claims—about two miles.

Second Only to the Jackass.

This week one of our merchants having to send up supplies to the Silver Bow Basin tunnel engaged a lot of Indians to pack the goods up, the distance being about three miles and over a rough road. When this train, so to speak, arrived at the tunnel Joe Farnsworth, the foreman, perceived a very small, insignificant specimen of the Alaskan native coming bravely up the dump with a ponderous sack of potatoes on his shoulders, and out of curiosity weighed the man and load. The Indian weighed ninety-four pounds and the sack of potatoes 120 pounds, and yet that little rat for \$1.25 had packed that load three miles over one of the worst roads imaginable. When it comes to packing our Indians are second only to the jackass.—*Juneau, Alaska, Free Press*.

Western Mortgages.

Prof. James Willis Gould concludes a thoughtful article in the *Forum* on this subject as follows:

The western mortgage business is the outgrowth of unprecedented economic conditions. Within a brief period, an unusual amount of capital has been devoted—not directly but indirectly, by way of mortgage loans, to the development of a vast area of agri-

cultural country. The amount of capital advanced has been great, but not out of proportion to the results achieved. The purpose was legitimate, and not of the nature of a South Sea bubble. Great advantages have resulted to the settlers, the brokers, and thus far, to the capitalists. Losses to capitalists have been small, compared with losses in other lines of investment. Present conditions and future prospects seem to justify caution, but not alarm.

Sagacity of the Coyote.

Residents in the vicinity of the Philadelphia Brewery have been robbed of above five hundred chickens in the past few weeks, and until recently were unable to ascertain the identity of the thieves. A watch was set, and it was discovered that they were coyotes. The full-grown animals could not get into the chicken-houses, but detailed their cubs to crawl in through the holes left for chickens to enter. Once inside the cubs killed the chickens and pushed them through the holes to the full-grown coyotes waiting on the outside, who bore them away to their rendezvous in the adjacent hills and ravines in that vicinity, which are swarming with animals, and at night the air is vocal with their howls, the treble cries of the cubs forming a strange accompaniment to the deep bass of the elder contingent.—*Virginia (Nev.) Chronicle*.

He Fiddled and They Fit.

A Mill Creek Miner, says the *Virginia City Chronicle*, thus winds up the story of a fight between 1,000 wolves that besieged his cabin one night recently in the mountains of that region, incited to frenzy by the notes of the aforesaid miner's fiddle:

"I fiddled and they fit and they ate each other till the band began to thin out. Every time I gave an extra rasp on the E string they howled louder and pitched in afresh. They kept it up for three hours, when there wasn't more than forty or fifty left, and they so blamed full that they could hardly waddle. But I fiddled and they fit for a second wind. When one threw up the sponge the others bolted him in a twinkling. By and by there wasn't a dozen left. But I fiddled and they fit and feasted.

"When they got down to three, each one laid hold of another's tail and chawed for glory. The ring kept getting smaller, but I fiddled and they chawed until there was only a bunch of hair left, and that blown away down the hill. The snow was all red with blood and trampled down ten feet. Heads and bones were strung all down the canyon, and there was fur enough in sight to stuff a circus tent. It was the dandiest dog fight I ever saw."

Indian Humor.

The Indian has a keen appreciation of humor, and is like a child in his mirthfulness. No orator can see the weak points in his adversary's armor or silence a foolish speaker more quickly, says Bishop Whipple in the *North American Review*.

Old Shah-bah-skong, the head chief of Mille Lac, brought all his warriors to defend Fort Ripley in 1862. The Secretary of the Interior and the governor and legislature of Minnesota promised these Indians that for this act of bravery they should have the special care of the government and never be removed. A few years later a special agent was sent from Washington to ask the Ojibways to cede their lands and remove to a country north of Leech Lake. The agent asked my help. I said: "I know that country. I have camped on it. It is the most worthless strip of land in Minnesota. The Indians are not fools. Don't attempt this folly. You will surely come to grief." He called the Indians in council and said: "My red brothers, your great father has heard how you have been wronged. He said, 'I will send them an honest man.' He looked in the North, the South, the East and the West. When he saw me, he said, 'This is the honest man, whom I will send to my red children.' Brothers, look at me! The winds of fifty-five years have blown over my head and silvered it over with gray, and in all that time I have never done wrong to any man. As your friend, I ask you to sign this treaty."

Old Shah-bah-skong sprang to his feet and said: "My friend, look at me! The winds of more than fifty winters have blown over my head and silvered it over with gray; but they have not blown my brains away."

That council was ended.

Not a Gun was Fired.

Capt. Boutelle, who is in command of the United States troops stationed in the Yellowstone Park, called on the Secretary of the Interior the other day and gave him a very gratifying account of the condition of affairs there. The captain said that the forest fires which were formerly so prevalent, have been checked and during the past year no fires of any consequence have broken out. He also said that not a gun had been fired during the year within the confines of the park, and as a result the elk, deer, buffaloes, mountain lions, bears, beavers and other wild animals are increasing rapidly and becoming quite tame. He mentioned it as a curious fact that the animals seemed to know that they were safe in the park. They seemed to have no fear in the presence of man while in the park, but if they happened to be outside of the limits and a man came in sight they at once ran away. The herds of buffaloes, deers, etc., are increasing in number and the fear that these animals will become extinct, the captain said, would not be realized as long as the park continued to be protected from the inroads of the hunters.—*Washington Star*.

A Dangerous Editor.

When the first weekly in Washington was established the editor, who was an Ohio printer, made a break in the first issue to establish his reputation as a dangerous man to fool with. He was surrounded by a rough crowd, and he realized that the proper thing to do was to put himself in shape to be sized up according to Hoyle. To effect this he led off with an article abusive of Col. Taylor. The Colonel was an imaginary individual, and it was therefore safe to call him a liar and a coward, and to declare that if he ever appeared in town he would be horsewhipped up and down the streets. Every issue for two months contained a hit at Col. Taylor, and he was scored so vigorously and the editor seemed so anxious for some sort of a shooting match with him that "the boys" treated him with that deference always accorded to the fearless man.

When anybody inquired who the Colonel was he was informed that he was a desperado of the worst type, and that he had solemnly sworn to have the editor's life. He was never exactly located or identified, but was always dared to come in like a man and have it out.

One day, just after an issue in which Col. Taylor was stigmatized as a white-livered coyote and defied to a duel with bowie knives in a dark room, a stranger came slouching into the office; looked about a while with curiosity, and then said to the editor:

"Well, I'm here."

"Yes, I see, but what for?" was the reply.

"I'm Col. Taylor."

"No!"

"Him and nobody else. You've been lighting into me like wildcats for a long time past, and I haven't been saying a word. I've got tired of it, however, and now it's got to stop!"

"My dear sir, the Col. Taylor mentioned in—"

"Pull yer gun!" interrupted the Colonel as he pulled his.

"But, sir, I beg to assure you that—"

"Git down on your knees!"

The editor slid off his chair, his face as pale as death, and his hair on end.

"Now eat that!"

The Colonel took from his pocket a lump of clay and tossed it on the floor, and he stood there with leveled pistol until the last crumb of it was devoured. Then he put up his weapon and as he turned to go saying:

"Next time you open on me I'll come in with a whole bag full of it, and I may conclude to drive the

last of it in with a bullet! Go fur the rest of 'em all you want to, but when you strike the name of Col. Taylor handle it with care."

And inside of a week the affair leaked out, and so many came up to lick the editor, and so many did lick him, that he jumped the plant one night and was never heard of again.

Bull Pup against Cougar.

Three young cougars in a rough pine box, a lean but determined bull pup and a lanky, elongated specimen of humanity, a typical mountaineer in the regulation buckskin garb, made up a coterie that was the cynosure of all eyes down on the ocean dock yesterday afternoon, says the *Tacoma Globe*:

The man was John Sorenson, who follows the romantic life of a huntsman for a livelihood. The lean but determined bull pup had been his constant companion since its infancy, and the three youthful cougars of tawny skin, snake like eyes and capacious and powerful jaws, were the captures of the huntsman. He had trapped them in the mountains lining the northern shore of the Columbia River, up to the eastward of the town of Kalama.

Sorenson leaned on his trusty rifle and eyed "them cats," as he called the captured cougars. Bull pup squatted on his haunches and looked first longingly at the quarter of dressed beef en route up the Sound, then warily at "them cats."

He would alternate a suggestive licking of his chops at the luscious and juicy looking beef with a knowing kind of a "don't you cats wish you were out" wink at the caged trio of the feline family.

Quite a crowd of people gathered about the group. Small boys poked the young cougars with sticks. Sorenson didn't seem to mind it, but the bull pup looked anxious as the animals commenced to grow fretful. They jumped about their circumscribed quarters and gnashed wicked looking molars at their disturbers.

Of a sudden one of "them cats," he was a male and the likeliest looking of the three, arched his back, wagged his tail and jumped straight upwards off his feet. He jumped clear through the top of that pine box and the force of gravity did not assert itself until he had assumed an altitude fully five feet above the wharf. Then he descended and then the crowd dispersed. The cougar landed squarely on his feet. He looked surprised. The bull pup seemed amazed at the cougar's audacity and agility. Sorenson leaped for him with his rifle poised as a club. But the cat showed no fight. He beat the hastiest kind of a retreat under the warehouse.

The crowd collected again, Sorenson stooped down and peered into the darkness of his fugitive's retreat and the bull pup, planting himself squarely over the hole in the rough pine box made by the runaway's exit, dared the remaining couplet of cougars to try the same game by sending down the hole to them a low toned string of highly malicious and threatening growls.

Sorenson quickly procured a stout piece of plank and spiked it over to the aperture, the bull pup eyeing the job narrowly. Then the lumberman went to

the warehouse with the pup at his heels. "Go in and fetch him out, Jack," he commanded of the pup. "Sic him, boy, fetch him out," he repeated, as the bull pup vanished beneath the building. A moment passed. Then there was a circus. With the panther-like yi-yi's of the cougar, were commingled the ferocious barks and growls of the dog. It must have been the bitterest kind of a fight. Only muffled sounds were heard. Both cougar and bull pup must have had their mouths full. A scampering about was next heard, then a triumphant growl from the bull pup. A moment after, tail first, he emerged dragging the cougar with him. A vise like grip he had on the cougar's throat. He knew what to do. Amid the plaudits of the spectators, the bull pup dragged his captive right up to the rough pine box. Sorenson was there awaiting him. He had pried off the end of one of the boards forming the back of the box, thus creating an aperture. The bull pup had noted this evidently, for he hung on to the cougar pup until he had him stretched on a bee line with the hole. Sorenson, with great agility, grabbed the cat by the neck and tail and in a jiffy had squeezed her through the hole into the cage and captivity again. The cougar foamed at the mouth with rage. He lashed his tail and screamed and raved with chagrin. The bull pup,

range, prices were high and millionaire cattle men were thick. It generally required from three to four months to make a drive to Kansas City and several weeks of this time was spent going through the Indian country. We frequently encountered Indians and they were always kind and peaceable. If a chief met me and expressed a wish for some fresh meat, I always had three or four steers cut out of the herd and would turn them over to him. This was a very wise precaution and no old time cattle man ever refused to give an Indian a few steers. There was no demand made, but it was dangerous not to heed a suggestion, for nine times out of ten the Indians would by some means cause a stampede of the herd, and thousands of dollars would be lost in the twinkling of an eye.

"One fall I had about 6,000 head on the trail. Just after we got fairly into the Indian Territory, I rode ahead of the herd for two or three days to seek out good water and grazing. The third day I overtook a big herd of about 5,000 head belonging to what is known as the Panhandle Cattle Company. The foreman of the herd was a young smart aleck, who had come to America from London. He thought he knew it all. Along in the afternoon a band of Indians approached the foreman. The chief, who was a

good-natured looking Indian, remarked, "Ugh! Indian heap hungry, much fat cattle," and he cast a wistful glance at the sleek fat steers.

The Englishman looked scornfully at the redskin and told him to go to the devil and flatly refused to give him a steer. The Indians turned away, but there was an ominous look on their faces. That night the Englishman's herd was stampeded and he only had about 1,400 head out of 5,000, when he reached Kansas City. The stampede cost his company about \$80,000 for the cattle were never recovered. It was death to attempt to round up cattle stampeded by Indians in their own country. When I arrived in Kansas City with my



ROUMANIANS IN NORTH DAKOTA.—BAKING BREAD.

scarred from his nose to his bisected caudal appendage, winked at the huntsman and then leered at his victim. While the spectators landed the bull pup's pluck a dock hand came along with a hand-truck. Sorenson helped him put the caged cougars aboard it, and they were hustled aboard the Victoria boat in short order, followed closely by Sorenson and his dog. Sorenson had an order from Superintendent Fallen, of the Victoria Zoo for the animals, and ere this he has, with the aid of the sagacious bull pup, landed them in their future abiding place.

Incivility that Cost \$80,000.

"I witnessed an act of incivility once that cost over \$80,000," remarked Frank Sherwin, Jr., to a *Denver News* man. "I was employed by a big cattle company in Texas to superintend the driving of their great herds over the trail to Kansas City and other shipping points. We generally left the western portion of the State and would pass right up through the Indian Territory, and in those days it was no uncommon sight to see from 5,000 to 10,000 long-horned Texas steers in a drove on the trail. Those were palmy days for the cattle kings; there was unlimited

herd I had 400 or 500 more than when I started. Some of the stampeded cattle had joined my herd."

1,000 Mice in a Tree Stump.

While out hunting, Col. Standifer and Billy Muller, of Dennison, Texas, came across a large dead tree, the stump of which was full to overflowing so to speak, with mice. The Colonel and his companion pulled off strips of the decayed outer growth of the tree, and every time a strip was pulled, myriads of mice ran for their lives. Col. Standifer killed 386 of the mice, and Muller 418. The next day the tree was visited with two black-and-tan terriers, the bark was removed, and the number of mice killed is estimated at over 1,000.

A Full-Blooded Sioux Lawyer.

Ed Van Metre, an educated Sioux Indian, after a rigid examination before Judge Fuller's circuit court at Pierre, S. D., last month, was admitted to practice law. He is a bright Indian, and claims the entire Sioux nation of 25,000 people will become his clients. A number of important Indian cases are on the calendar for this session, and Attorney Van Metre will undertake to handle them for his people.

THE TRAGEDY OF MINNETONKA.

BY MAUDE MEREDITH.

(Continued from May Number.)

The day slipped by, and when the stars came out, and the captain invited her to come upon the hurricane deck the better to see a certain point that they would pass about nine o'clock, she rose slowly, dreamily and followed after.

Pausing at the top of the steep stairs she mused as was her wont. "These would be dangerous for my little darling." Always the child. Always thinking of the little boy.

Then she took the chair offered her, and gazed away across great stretches of dark water, past low-lying islands of willow tangles, and out to the darkening prairies beyond.

It was not for some moments that she noticed a gentleman sat on the other side. Then the captain introduced her. This was, then, Mr. Crueger of St. Paul, senior member of the Suburban Land Company's firm, in whose hands she had left her purchases.

If there was anything that could arouse the numbed and deadened life in her, even temporarily, it was the subject of the sale or improvement of "Joey's lots."

It was eleven o'clock before she was aware of it, and she arose hastily, and bade the captain and Mr. Crueger good night.

Mr. Crueger sprang to his feet.

"Let me assist you down madam, these steps are very steep and narrow" and catching her hand, he piloted her safely down the perilous flight and to the door of her state-room, when he bade her good night with smiling lips, but eyes that shone like devouring flames.

As she closed the door of her stateroom behind her, she pressed her hands to her eyes and a tremor ran from head to feet.

"What does this all mean," she sighed, "where have I been, have I really forgotten the weight of misery. Did it roll off for the hour, and I live some other life? I did not know such a thing could be possible!"

Out on the deck a fair man strode up and down, up and down, the evening breeze tossing the blonde curls above a flushed brow.

"My God!" he muttered, "is that woman a witch? From the moment I passed her as she came up onto the boat she has possessed me, absorbed me, I feel as though the very gates of heaven were opened to me when she touches my hand, and now, when she is gone—ah, this blood in my veins might be melted lava, so impatient am I for the morning to come."

As it neared midnight, he went up to the captain's watch.

"Who is she, captain?" he began bluntly, utterly oblivious of the fact that in the hour just past, the captain might not have thought constantly, as he had of the lady who had sat there near them.

"Who is she?" the captain asked, glancing quizzically into his interlocutor's changing face.

"She is a woman come back from the dead. Magnificent woman, isn't she?"

"From the dead?" Crueger repeated, "I don't understand."

"Sit down here then, and I'll tell you. But, Crueger," he added slapping him on the knee, in friendly fashion as he lowered his voice, "you musn't let the boys know it. You are hard hit, old fellow, I could see that when you first asked me to introduce you, and I don't blame you, she's a woman to draw the heart out of a stone, but don't let the fellows get onto it. Well, this is the story as I have heard it. They, the Grandmeres, are first class people, and she has led a perfectly irreproachable life, so they say, but some two years ago she lost her only child, and she was all broke up. Then Grandmere got infatuated with an unprincipled adventuress, and—well, no body knows what did happen, but it is surmised that

she got a letter or something that exposed the state of the case, for she suddenly went off in the nursery and was found there, apparently dead, some time after. She was saved by some miraculous remedy or other, and her husband dropped the girl, but she has been very queer ever since, so people say. She seldom speaks, never recognizes any one on the street, and seldom leaves her own house. I had an idea that she was mildly insane, but you see she isn't. I suppose she is sort of heart-broken. That is the story as I get it. Her husband is a good fellow, but easily flattered and evidently didn't treat her well."

"She's a most magnificent woman," Mr. Crueger said, slowly, turning his face toward the cool summer wind.

The morning came and found Crueger by Mrs. Grandmere's side.

The day was a perfect one, the scenery along the river most beautiful, and to these two the day passed like a dream. There was very little conversation, but they paced the decks together, or sat idly by the

There is nothing on earth that a man should so bow down and worship, as a true affection."

A hush fell on the chattering group, and the captain turned away seemingly rebuked, yet inwardly amused at Mr. Crueger's warmth.

"He's hard hit," so ran the captain's thought, "and its a blamed shame that she isn't a free woman. Wouldn't they be a well matched pair, though?"

Crueger only noticed that Mrs. Grandmere turned to him, for an instant, wide black eyes through which her very soul seemed to breathe thanks to his.

He caught his breath with a quick gasp, and clutched the arm of his chair. His face grew ashy pale, and the fading moonlight kindly veiled his burning eyes.

Some time during the next forenoon the steamer swung into port, and the passengers hurried away.

At Mr. Crueger's request Mrs. Grandmere allowed him to drive her out to examine her property, where a suburban town was rapidly building up. He talked of real estate; of fine residences; of money matters; any, and everything foreign to his thought. Now



"HE HAD GONE OVER TO HER, AND DROPPED ON HIS KNEES BESIDE HER CHAIR."

rail gazing away at the great limestone battlements and towers that started out from the greenness of the bluffs on every side.

That evening a little crowd gathered on the hurricane deck, and the hours passed in jest and repartee.

At last the conversation turned to the subject of love. Young fellows sharpened their wit on it, and young ladies lisped and tittered.

"Crueger give us your idea!" the captain called. "Ladies and gentlemen, here is an incorrigible old bachelor of forty, he must have a wealth of experience, get his opinions."

Crueger sat watching Mrs. Grandmere—when was he not watching her—and saw a slight start, as she turned her face away.

Had she then supposed him to be a married man, or, did it really matter to her what his experiences had been.

All this with the rapidity of thought, then aloud:

"Gentlemen and ladies, I am not authority on this subject. I have an old bachelor's vague notion that love is too sacred a matter to jest about, that it is, or should be, the very life and soul of our existence.

that he had her all to himself, now that she sat by his side, and now when he was drunk to madness with her presence, he held himself firmly, with all the strength of his great nature, lest by any word or sign he betray himself, and startle her.

That he often surprised her eyes upon him with the hungry look of a hunted doe, was his only thread of hope. That she met his thought, that her whole being seemed but that counterpart of himself of which he had always dreamed, yet always believed an impossibility, he coveted as his secret, believing he had given no sign.

At the hotel, Mrs. Grandmere waited a few days until the transfer of property was affected.

At frequent interviews held with her agent, Mr. Crueger, they had been most careful to avoid all save business subjects, yet, had they been obliged to own it, these brief business interviews were the very light of their days, to both of them.

The business was completed and Mr. Crueger arose to go.

"You return—when?" he asked. "You must allow me to see you safely started."

"I go to Minnetonka for a day," she said, avoiding his glance, "and will start from that place."

"Minnetonka! ah! we have some valuable property there. Perhaps you would like to invest in some lots there."

"That resort is growing rapidly and investments there are bound to pay well in the future. If you do not dislike mixing business with pleasure, I will run over with you and show you some choice localities."

"As you think best," she answered, but they were both careful to avoid each others eyes.

Early the following morning Mrs. Grandmere and Mr. Crueger took the train for Minnetonka, and reached the lake in time for the steamer, just putting out for its days rounds.

If all things inanimate had conspired together to draw these two people on to their doom they could have planned a no more perfect day and time. The blue of the sky was mirrored in the reflected blue of the lake; a soft breeze, heavy with the odors of June, just swept their faces, and the wooded banks were vocal with the song of birds.

They no longer felt the restraint of closed rooms, of crowded cities, and for the time they forgot the world, forgot all else save the happiness that lay like a halo, enclosing only themselves.

Yet no word was spoken, no sign given. There are times when words are but a discord. When the silent presence is all sufficient.

The day closed, and, by some odd chance, the steamer left them at another point, a mile or more from the little station where they had left their baggage, and where, two hours later, they must catch the train.

"We can find some one to drive us around, I suppose," Mrs. Grandmere said a little troubled by the mistake.

"Probably," Crueger answered, twisting the tip of his long moustache nervously. "But—really, Mrs. Grandmere—if you wouldn't object, I would like to get a skiff and row across. The distance is nothing, and the evening heavenly."

"As you please," she answered.

They were soon seated in a boat, and a moment later were cutting the blue waters with a swift bow.

The boat was but a shell, and when they were well on their way Crueger swung the oars up in the rowlocks, and, bending forward took the hand that lay idly in her lap. With a single impulse the fingers closed in a clinging clasp. For a moment only, then he raised the hand to his lips reverently, and kissed it. Slipping back into his seat he buried his head in his hands and groaned.

When he had gained control of his voice, he raised a haggard face, and clutching at the oars, said softly:

"Mrs. Grandmere, I have something to say to you if ever you are free to listen to it. If you are not in this life, remember I shall claim you, you must listen to it in the next." Then as she raised her hand, he cried:

"Hush, for the love of Heaven, don't tell me I must never say it. I could not bear that. But I will never trespass again. Until you bid me come, I shall remain silent."

She held out her hand in silent appeal. A sudden rush of waters, a stroke of oars, as a four oared boat shot around a bend behind them, and came sweeping up to their very side.

"Be careful there! Hold off!" Crueger commanded.

"Who in hell are you, anyway," an angry voice cried, and Mrs. Grandmere, turning, saw her husband's angry face.

"Get into this boat this instant, Lora!" commanded he, leaning forward to grasp her.

"It is impossible," she answered in her cold, steady tones. "I am trying to catch the train at Wayzata. Please tell your man to keep at a distance. We will reach the landing as soon as you can."

Grandmere sprang to his feet, his eyes flashing fire.

"A pretty business this is! Here I've been searching the country over after you, and find you here, at this time of night. Get into this boat, I tell you.

Hold up your shell there, or by Heavens, I'll ride you down. Head off that boatsman, be sharp!"

"Grandmere?" his wife's voice was firm and determined. "Keep your oars away. This is the meekest shell. I tell you I cannot change now, and I will not. Row on, and we will all land in three minutes."

With a muttered oath, Grandmere gave his orders to his men.

"But sir," came the answer distinctly. "It will swamp the boat."

"Do you see this? Obey my orders, then!" and he drew a revolver from his pocket.

"Sir," Crueger said, "I will change places with you, if you will take the risk. I am responsible for the life of this lady so long as I am in this boat, and I forbid her to undertake such a fool-hardy act. You can run us down, but—"

"You forbid! You! I'd like to see you forbid my wife to do as I order." And turning he growled out his orders to the men, in a passion of jealous rage.

"It'll be death to some one," the rowers answered, but a click of the pistol settled it. There was a dip of oars, a rush of waters, a startled cry, and the little skiff shot away out over the water, then lay, her keel up, trembling like a guilty thing.

"Oh, my God! my wife, my wife! Grandmere shouted springing into the dark water.

Clouds were creeping over the moon, and the waters were inky black.

The rowers stretched out their oars, and leaned far over the rail, in hopes of assisting some of the struggling forms.

"Lora! Lora!" Grandmere shouted again and again, as he rose above the surface.

Crueger was a good swimmer, but in the darkness he had missed Mrs. Grandmere until she came up the third time, then he saw her white face and startled eyes.

"Oh, my darling, my darling," he cried, clasping her in his arms, "I can save you yet."

"My love, my own," she whispered, clinging to him, "let us go together."

He kissed her white, wet lips, struck out bravely toward the boat, and met the jealous, distorted face of Grandmere swimming toward them. One wild, terrified shriek from the woman, and the strong arm ceased its stroke. There was a wash and gurgle of water, a few bubbles on the surface, and the black expanse was still.

The moon shone out in a ghostly glare, and the boatmen drawing Grandmere in, rowed silently to shore.

FILTERING ALKALINE WATER.

Mr. Lowe, Deputy Minister of Agriculture at Ottawa, and one of the owners of the Lowe Farm near Morris, Man., has been making some experiments in filtering alkaline water at the farm. As the result is of considerable interest the following extracts are given from a letter written by Mr. Lowe to Mr. Burgess, Deputy Minister of the Interior:—Almost anywhere on the Southwestern C. P. line, in Manitoba, including the whole of the section of country between that line and the American frontier, wherever boring takes place, salt water is found in very great abundance, at a depth of from 200 to probably 800, or even 1,000 feet, and when the water is struck the supply is very great, sometimes overflowing and sometimes rushing very nearly to the surface with great force. I had an analysis of this water made by the chemist of the Experimental Farm some months ago, and the results of this analysis were published in last year's proceedings of the Farm. The difficulty in procuring fresh water for the greater part of the areas I have indicated, during the last few dry years, has been so great that settlers have given up their land right and left, notwithstanding the fact that so far as relates to the quantity and depth of the soil, these lands are of exceptional value, having in view a comparison of the whole of the Northwest. I contemplated deep boring in the county of Morris,

having for an object to get below the salt water, but on consulting with Dr. Selwyn in relation to the strata, I obtained from him such information as dissuaded me from any attempt of that kind. The question then came of alternatives, and I am sure that even condensation would be cheaper than the interest of the cost of very deep boring, even if we were sure by such to obtain fresh water. Dr. Selwyn told me he was personally aware that fresh water had been obtained in Australia by filtration through sand, and he lent me an English publication giving an account of a meeting or conference of English civil engineers on the subject of deep borings in France and England. At this meeting a Mr. Normandy stated that salt water filtered through fifty feet of sand became fresh. This statement coupled with the personal information Dr. Selwyn had given me appeared to me to be important.

Accordingly I went to Manitoba at the beginning of December last, having in view for one reason to test this information by experiment, as well for my own personal interest as the interest of the area I have described. I accordingly procured five iron water pipes, of upwards of twelve feet in length, and I placed in each of these a little over ten feet of sand, procured from the Pembina Mountain. This sand was sharp, but not quite so good and clear as I could have desired. However, by tying a piece of cotton rag at the bottom of each of these pipes and putting them in a perpendicular position it became very easy to pour water into them and let it percolate through the sand. The result of my experiment was as follows:—The water which percolated through the first pipe was evidently less salt than that poured in from the spring. The water poured through the second pipe had again a much less salt taste, but there was a very little taste of bitterness. The same water put through the third pipe produced the same kind of result, with, however, the effect of there being very little taste of salt at all, only the bitter taste to which I have referred, which I thought at that time might be alkaline, but since I have consulted the analysis made for me by Mr. Shutt, I am convinced that it was owing to the presence of magnesium. The same water put through the fourth pipe had no taste of salt at all, but only the taste of bitterness; and the same water put through the fifth pipe had no taste of salt whatever and that taste of bitterness was gone. It was in fact fairly fresh water. I think that it would have been better to have put it through twenty or thirty feet more of sand, and with this I am convinced from the experiments tried that the water would be perfectly fresh. I think the discovery of this fact is of the greatest importance to Southern Manitoba, and that it will render most valuable a large area of land which could not otherwise be settled for the want of water. I think that this land will become exceptionally valuable from its intrinsic quality, and the apparently enormous supplies of salt water which may be obtained. There is plenty of sand at the Pembina Mountains, and I believe it can also be obtained at the Red River. Horizontal and slightly inclined filters might be easily made by digging ditches in the blue clay, and filling them with sand, with a receptacle at the end for the filtered water. If the well is flowing, it would be easy for the farmer to secure a flowing spring of fresh water in this way, and if it is not flowing, why then the device of a wind mill and pump would still give a flowing spring. Of course there comes the question as to the sand used for filtration becoming impregnated with salt, but Dr. Selwyn says that this may be met by removing every six months a part of the sand, and at any rate there could be no difficulty in making sufficient filter ditches and filling them with sand each six months or so. Besides it would not be necessary to confine these to a length of fifty feet. I would make them 500 feet long. We shall further carry out these experiments practically, and I have no doubt also that others will. I am getting a barrel of water in bottles down from Manitoba in order to enable Dr. Selwyn to make an experiment in filtration.



WILD ROSES.

Afar o'er the Northern prairies
Wild roses are blooming to-day,
The air has a hint of their fragrance
O'er meadows of new-mown hay.

They blossom along the highways
In radiant pink and white,
And glorify all the byways
With petals of dawn's own light.

Of all the bloom of the prairies
The rose is the sweetest guest,
The gift of the elves and fairies,
To children who love it best.

Children who weave into garlands
These sprays of the Summer hour,
Nor dream that life hath aught sweeter
Than the humble prairie flower;

Nor know that in crowded cities
Eyes long for a glimpse once more
Of the sweet wild rose of the uplands,
Beloved as in days of yore.

O roses sweet by the wayside,
Roses of white and of red,
Fair by the couch of the weary,
Fair by the face of the dead.

And fair in the palm of Summer
This coronal of the year,
With memories pure and tender
That aye to the heart are dear.

ISADORE BAKER.

Go West Young Woman.

Young men and maids in the State of Washington are not equal in point of numbers, so that when the former want to marry, they have to go or send elsewhere for wives. In '89, the men in Washington were 65,281; the women 32,528, and this year the two-to-one ratio continues. Things will gradually equalize, and the present disparity will disappear as the State settles up and the men settle down.

Pretty American Women.

The editor of a leading German journal recently visited this country. On his return to Germany he said in his newspaper: "Nowhere have I seen so many pretty women as in America, including even old ladies with white hair. The native American girl, especially if of English or Scotch descent, is tall and slender, generally blonde, with regular features and small hands and feet. The complexion is often pale; rarely do they have the fresh color of the Viennese girl. The most beautiful girl I ever came across in my life I saw in Montana. She was an American of Spanish descent and of dazzling beauty."

Tuberculosis.

After a prolonged discussion of the question of the contagiousness of tuberculosis, the Paris Academy of Medicine has adopted a resolution finding that "tuberculosis is a parasitic and contagious disease. The microbe agent or the contagion resides especially in the dust produced by the dried sputa of phthisical subjects, and by the pus of tuberculous wounds. The safest measure for preventing contagion, therefore, consists in destroying these sputa and pus, before their dessiccation, by means of boiling water or fire. The parasite is also occasionally found in the milk of tuberculous cows; it is therefore prudent not to use any milk until it has been boiled." The Academy also calls attention to the dangers arising from the presence of tuberculous subjects in schools, offices, workshops, and other places where many persons are gathered.

The Thumb in Lunacy.

A physician in charge of a well known asylum for the care of the insane recently said to the writer: "There is one infallible test either for the approach

or the presence of lunacy. If the person whose case is being examined is seen to make no use of his thumb, if he lets it stand out at right angles from the hand, and employs it neither in salutation, writing, nor any other manual exercise, you may set it down as a fact that that person's mental balance is gone. He or she may converse intelligently, may in every respect be guarding the secret of a mind diseased, with the utmost care and cunning, but the tell-tale thumb will infallibly betray the lurking madness which is concealed behind a plausible demeanor.

A Clergyman's Bold Words.

It is a system full of inherent evils, a system that denies the laborer either a chance of profits or a chance of work. I don't know how you live in Chicago, but in New York there are many who are denied even those three God free gifts—pure air, sunshine, fresh water—and as for the ownership of the land, why that is a dream to them unthought of. The wage system is a system that diffuses poverty, makes a coffin of the cradle and a bier of the bed. It is time for us to learn no longer how to make wealth, but how to distribute it. We have developed in our midst a plutocracy and the worst possible government on earth. Let it not go down to our shame that we do not know or care to know that such facts exist and need reforming.—*Dr. Lyman Abbott.*

Water Telescopes.

Water telescopes can be made of wood or tin, which ever you prefer, and we will describe both: The tin is better, because it is lighter and easier handled. Its manufacture is very simple. Get a tinsmith to make for you a funnel shaped tin horn about three feet long. It should be eight or ten inches in diameter at the bottom and broad enough at the top for both eyes to look into. Into the bottom put a piece of glass, cut to fit, and make it perfectly water-tight. The inside should be painted black to prevent the reflection of the light upon the surface of the tin. Around the outside of the bottom solder on several sinkers to offset the buoyancy of the air in the water-tight horn and make it easier to submerge. If it is not convenient to get a round piece of glass, have the large end made square and use a square glass. That is all there is of it, and when you sink your instrument down into the water and put your eyes at the small end you will be perfectly astonished at the plainness with which you will see all kinds of fish and water animals swimming around in a state of nature.

The Car Chaser.

My friend the "car chaser" was in town a few days ago from the East. He looks after lost freight cars for the New York Central and is traveling all over the country. Speaking of his business he said: "It is a very active one, as it calls me from Nova Scotia to California, and from Canada to the City of Mexico. There are some fifty of us thus employed and we can all truthfully say that we are men without a home. The work in the main is hard and monotonous. When I find a lost car or a lot of them, I notify my superiors and make arrangements to have them forwarded to some point where they can make connections with my own road or one with which it has intimate relations."

"Now and then," he continued, "I have an out of the way experience. On one occasion, but a few weeks ago, I found a first-class freight car far up in the Michigan pine woods, and but perhaps 100 miles east of Duluth. The lumbermen had run it off the track, built it into a frame house, and had the space between the wheels boarded in so far as to make a very decent basement. They refused to yield possession, but finally compromised and let me have it when the season was over and they went down to civilized life to spend their hard earned wages. In Canada, one of our lost cars was taken by loggers, cut into halves and converted into handcars. In this case they had destroyed the original platform and most of the iron work, so that it was not worth the

expense of restoring the wreck and bringing it back a thousand miles. I have several times found cars made into barns and Summer houses."

The Use of Hot Water.

The application of hot water to the surface for the relief of pain is an old and well-tried remedy. The medical profession now universally recognize its value.

At the commencement of a cold the mucous membrane of the nostrils often so swells as to prevent the passage of air through them, and the person is compelled to breathe through his mouth. The discomfort may be often removed by holding the feet in quite hot water. Many a severe headache can be relieved in the same way.

Pain in the bowels may be mitigated or removed by applying to them rubber bags of hot water, or folds of woolen cloths wrung out from water as hot as can be borne. The same thing is true of faceache, earache and most aches and pains.

The principle on which the relief depends is known as counter irritant. The pains in each case are due to a congested state of blood vessels. That is, the vessels are unduly distended with blood, and thus press upon and irritate the neighboring nerves. The hot water, by getting up an irritation at a distance, enlarges the capillaries in that part and thus turns the blood thither, relieving the pressure at the points of pain.

The quantity of blood diverted, say from the head to the feet, by plunging the latter in hot water, may be seen in their exceeding redness, every one of their million capillaries being distended and crowded with blood.

The Early Rising Humbug.

Most of the talk about early rising is moonshine. The habit of turning out of bed in the middle of the night suits some people. Let them enjoy it. But it is only a folly to lay down a general rule upon the subject. Some men are fit for nothing all day after they have risen early every morning. Their energies are deadened, their imaginations are heavy, their spirits are depressed.

It is said you can work so well in the morning. Some people can, but others can work best at night; others, again in the afternoon. Long trial and experiment form the only conclusive test upon these points. We all know the model man, aged eighty. "I invariably rise at five; I work three hours, take a light breakfast—namely, a cracker and a pinch of salt—work five hours more; never smoke, never drink anything but barley water, eat no dinner, and go to bed at six in the evening." If anybody finds that donkeyfied sort of life will suit him, by all means let him continue it. But few people will care to live to eighty on these terms.

If a man can not get all withered and crumbled up on easier conditions than those, it is almost as well that he should depart before he is a nuisance to himself and a bore to everybody else. School boys and young people generally ought to get up early, for it is found that nine-tenths of them can stand it, and it does them good. But let no one torture himself with the thought that he could have been twice as good a man as he is if he had risen every morning at daylight. The habit would kill half of us in less than five years.

How to Drink Milk.

Don't swallow milk fast and in such big gulps. Sip it slowly. Take four minutes at least to finish that glassful, and don't take more than a good teaspoonful at one sup. When milk goes into your stomach it is instantly curdled. If you drink a large quantity at once it is curdled into one big mass, on the outside of which only the juices of the stomach can work. If you drink it in sips each little sip is curdled up by itself, and the whole glassful finally finds itself in a loose lump made up of little lumps through, around and among which the stomach's juices may percolate and dissolve the whole speedily and simultaneously. Many people who like milk and

know its value as a strength-giver think they cannot use it because it gives them indigestion. Most of them could use it freely if they would only drink it in the way I have described, or if they would, better still, drink it hot. Hot milk seems to lose a good deal of its density; you would almost think it had been watered, and it also seems to lose much of its sweetness, which is cloying to some appetites. If the poor only knew and appreciated the value of milk taken in this way, I am sure there would not be so much beer-drinking among them. There are thousands of hard-working scrubwomen, wash-women, factory girls, and even shop-girls, in this city, who drink beer with their meals because it gives a little stimulant to their tired bodies, and don't understand that it is only like applying a whip to a weary horse, instead of giving him oats. If they only knew, they would find in this simple draught as much real strength as in a barrel of beer.—*New York Tribune.*

Areas of Cities.

The city of Seattle proposes to extend its corporate limits so as to take in nearly everything in sight. The proposed boundaries, are as follows: North line of township twenty-five on the north, south line of township twenty-four on the south, center channel of Lake Washington on the east side of Mercer Island on the east, and center of Admiralty Inlet on the west. The city with the proposed additions will be twelve miles in length, and will take in Ballard and Salmon Bay on the north, and Duwamish and the race track on the south.

It will contain about 130 square miles, and be the largest in area of any city in the United States unless it be Philadelphia, which has 129½ square miles. The next in size is Peoria, Illinois, which has an even 100. St. Louis follows next with 61½ square miles; New Orleans comes next with 60. St. Paul has 51, Minneapolis 53, Buffalo 43, San Francisco 41½, New York 41, Los Angeles 40, Chicago 40. Boston gets along with 31 square miles of territory. Cincinnati supports a population of 330,000 on 27 square miles. Brooklyn finds room for 850,000 on 26½ square miles, and Milwaukee accommodates 210,000 on 16¾ square miles. The smallest of the large cities in the United States is Birmingham, Alabama, which has one square mile and 40,000 people. Hoboken is one-fourth of a mile larger and has 10,000 more people. Memphis crowds 75,000 into a space of three square miles. Richmond, Virginia, has five square miles and 80,000 people. Louisville, with a population of 200,000, covers only 15 square miles.

Ivory From Alaska.

Geologists tell us that at one time the frozen tundras of Siberia and the vast steppes of Alaska, where the ground never thaws at present beyond a couple of feet below the surface, were covered with a beautiful growth of plants, grass and trees. On these the mammoth lived and reared his young, while besides him, and even at war with him, primeval man flourished, and for all we know may have built cities and made some progress in the arts of civilization. But at one time the last grand ice drift started on its voyage from the realms of the pole toward the equator, and the life of Northern Asia and Northern America expired in its frozen grasp. The mammoth, shielded by his long hair, existed for a while, but at last he succumbed, sometimes so suddenly that his tissues had not time to decay, and to-day we find him standing erect in the morass where he lived and out of which his legs, frozen for ages, have to be chopped with axes.

Professor Davidson, a high authority on such questions, scouts the idea that ivory in considerable quantities may be taken from Alaska. But there appears no reason for supposing that the mammoth abounded more on the west side of Behring Straits than on the eastern shore. In fact, mammoths have already been discovered as Professor Davidson admits, in portions of Alaska; and news comes that a syndicate has been formed for the purpose of procuring



TURN ABOUT IS FAIR PLAY.

Pater (severely): "Helen, do you attend church to slam your books around, change your position every five seconds, and get as much confusion and discomfort as possible into the small space of time you are confined there, or for the purpose of worship?"

Helen (demurely): "I don't think I was more restless than usual this morning, papa. But I noticed you. You certainly didn't sleep as soundly as usual. I'm sorry if it was I that disturbed your slumber."

their ivory tusks, which are now of great value and which will undoubtedly continue to become more valuable as the elephant is being exterminated. For about a thousand years Northern Siberia has exported a large amount of ivory to Russia. And at present it is estimated that not less than a hundred pairs of tusks are found every twelve months and shipped to the tsar's commercial centers. In fact, the miserable people who exist on the tundras of inhospitable Siberia, depend to a great extent, for their subsistence upon the discovery of entombed mammoths. The bodies of these monsters, encased in the icy shroud in which they have remained for thousands of years, are found, it is alleged, all the way from the mouth of the Obi to Behring Straits.

The wisdom of purchasing Alaska has long since been demonstrated, and many are those informed upon the subject who state that our vast territory of the Northwest is destined to play an important part in the drama of American civilization. It would, indeed, be a triumph should Alaska add to her production of fish, seals and mineral wealth that of considerable quantities of ivory, which many people believe lie buried in the ice, only waiting to be found and transported to the greedy market.—*Philadelphia Press.*

Wyoming Oil Fields.

Of the several Territories bordering upon the States, that of Wyoming is to-day attracting greater and more favorable attention and growing more rapidly into importance than any other, and will in a short time place its name at the head of the great States of the West as the richest and most prosperous. The tide of immigration for years rolling westward over the broad prairie of Kansas, Nebraska and Dakota is now sweeping into Wyoming, opening up the country and bringing to light such marvelous and inviting agricultural and mineral resources as must speedily attract to them the attention of the home-seeker and investor everywhere.

If there is any one of the many resources of this

Territory of greater importance than another, and calculated to bring into immediate general notice, it is the immense oil deposits now being opened up. The country is dotted over with surface indications in every direction. Work of development in the Salt Creek and Powder River basins, in the southern part of Johnson County, shows the deposit to cover an area—in these districts alone—more than double in extent the entire Pennsylvania fields, and a product far richer than that of any other oil region known in the world.

In the Powder River oil basin five wells have been put down to depths ranging from 100 to 500 feet and give a flow of from 300 to 600 barrels each, every twenty-four hours. These wells have only been sunk to the first sands. In cases where the boring has been continued to the second strata of oil bearing sands, the flow proves to be immeasurably greater and the quality of oil superior to the deposits of the first sands.

The Bothwell, in this same district was put down to a depth of 1,300 feet and resulted in a flow of nearly 5,000 barrels per day.

This well and in fact all the flowing wells in this district have been plugged, awaiting the arrival of railroad facilities to transport their product to market.

It has been known for years that there were rich oil deposits all through the Territory of Wyoming, but their importance was not generally appreciated at the time of discovery on account of their being so remote from easy transportation to market.

Within the past two years, however, men who looked forward to the time when this remarkable district would be opened by railroads and the oil sought after and come into demand, went to work. As a result of their foresight and untiring efforts others have taken stock in what at first seemed to be a "wildcat" venture, and now powerful companies with millions of dollars at their command have been organized and the work of actual development has already commenced in good faith.—*Rawlins Journal.*



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E. V. SMALLEY, - EDITOR AND PUBLISHER.

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PROGRESSIVE WASHINGTON.

A moderate estimate of the population which the approaching federal census will give to the new State of Washington is 350,000. About 200,000 people now live west of the Cascade Mountains, in that State, and about 150,000 live east of that great geographical and climatic boundary. The three chief cities of the State will probably return a population not far from the following figures: Seattle, 40,000; Tacoma, 35,000; Spokane Falls, 25,000. Other important centers of population are the adjacent towns of Whatcom and Fairhaven, on Bellingham Bay, with perhaps 7,000 people; and Walla Walla, in the great wheat belt, south of the Snake River, with about the same number.

It is a very reasonable prediction to say that the census of 1900, will find 1,000,000 people in Washington. The State has passed through the first stages of her development, the stages that are slow and painful—the epoch of the struggles of pioneers in a region remote from civilization, and the succeeding epoch of ardent and toilsome effort to establish towns and build railroads and rear in a few years the entire framework of society—and her future progress will be rapid and easy. Her main highways of trade and travel are now opened, her towns established and her industries placed upon a secure footing. A period of speculation in real estate, which is a necessary incident of rapid growth in all new communities, is now drawing to a close, and one of large development of important resources is just beginning. We shall witness a marked advance, during the next decade, in ocean commerce, in lumbering, in mining coal, iron, silver and gold, in quarrying granite and marble and in the extension of agriculture, in this young and vigorous State. Enterprises will multiply which require considerable capital and which require also, for success, experience in management and a close study of economic conditions. The mineral wealth of the State has barely been touched as yet. A mere beginning has been made upon the Galena silver ledges of the Colville and Okanogan valleys, and the recesses of the Cascade Mountains have scarcely been prospected at all. The large deposits of iron ore, already discovered, must soon serve as the basis of an extensive iron-making industry. Lumbering has long been a source of large revenue but the forests are so vast and so valuable that this industry is capable of almost indefinite expansion. Hardly anything has been done with the fisheries, up to this time, except the

catching of Salmon on the Columbia River. Cod and halibut fishing are only just beginning to attract attention. Agriculture has taken possession of the best lands, but these are by no means thickly settled and irrigation projects and the clearing of forests will constantly add to the arable area, formerly limited to the prairies, where there is sufficient rainfall for crops and where the settler had no labor to do to prepare the soil save to turn the virgin sod. There will be abundant opportunity and room for new settlers in Washington for many years to come—this is evident from even a superficial study of the resources of the State.

STAND TOGETHER FOR IRRIGATION.

It is a pity that the friends of irrigation in Congress should divide on the question of methods and means; yet such a division is pretty sure to grow out of the movement of Senator Plumb. The Kansas Senator has taken issue with Major Powell, Director of the U. S. Geological Survey, who has hitherto had full control of all Government surveys and expenditures connected with irrigation projects. Powell's plan is to go on with the present schemes of surveys for the establishment of a reservoir system. He thinks six years will be required to complete this work. Now, the reservoir system has no practical interest for the plains States. Storage reservoirs on a large scale cannot be created or made effective in the Dakotas, Nebraska, Kansas or Texas. They are only adapted for a mountainous country, where the rivers can be dammed near their sources in defiles, gorges or small mountain-walled basins. The plains States look to artesian wells as their only possible relief from the scourge of drouth. Senator Plumb proposes to permanently divorce the artesian well business from Major Powell's control, and at his instance a new bureau with Col. Richard J. Hinton at its head has already been established in the Agricultural Department with an appropriation of \$20,000. Col. Hinton has gone about his business with energy and is having an examination made, under his assistant, Col. Nettleton, of the entire artesian basin of the two Dakotas, from Devil's Lake to the mouth of the James River, and will also carry the work into Nebraska. Powell does not believe that any considerable areas of country can be irrigated from wells. A well, costing three, four or five thousand dollars will not, he says, furnish water enough for crops to a single quarter section farm, and if wells are multiplied the pressure will diminish and the flow will finally cease.

Senator Plumb and Col. Hinton do not fall in with this theory. They stand for the ardent desire of the western prairie States, a portion of whose areas lie in the semi-arid belt, to have a full test of the practicability of irrigation by wells made at the expense of the government. Reservoirs in the mountains of Montana, Idaho, Colorado and the other mountainous States and Territories will do them no good. If government money is to be spent on irrigation they insist that some of it should be spent for their benefit.

They are right. At the same time no good can come from dividing the friends of irrigation into two hostile camps. If they all stand together they will have a hard job before them to convince the indifferent and ignorant Congressmen from the East and South, so as to secure a majority for any bill they may present. The reservoir advocates should make common cause with those who favor artesian wells. Both systems should be combined in one bill and an earnest effort made to pass that bill at the present session of Congress. In two or three years the artesian well system can be thoroughly tested and that, too, with no great cost. Let a district be selected for experiment in each of the prairie States having semi-arid counties and a score of wells sunk in a single township. The statistics of the flow of water, the production of crops and the increased value of the land reclaimed, will speedily settle both the scientific and the economic questions involved. The reservoir surveys in the mountain States should go forward at the same time, and in each of such States one reservoir

with main canals should be built by the Government to serve as a model and a demonstration to encourage private and corporate enterprise.

A NEW RAILROAD IN WASHINGTON.

The latest railway project in Washington, and there are many of them, has the backing of the Northern Pacific and has, of course, something more than wind behind it. It is the incorporation of the Victoria, Crescent Bay & Chehalis Company, for building a line from Crescent Bay, on the Strait of Juan de Fuca, through the almost unknown country west of the Olympic Mountains to some point on Gray's Harbor near the mouth of the Chehalis River, there to connect with the N. P. lines from Tacoma and Centralia, already under contract. Paul Schulze is president of the company, T. F. Oakes is one of the trustees, and his son, Walter Oakes, of Tacoma, is secretary. Explaining the objects of the road in a recent interview, Mr. Schulze said:

"The object of the company is two-fold—first, to develop the country west of Crescent Bay and along the Olympic range of mountains and Gray's Harbor, which is very rich in agricultural, timber and grazing resources; secondly, to give Victoria a direct connection with the Northern Pacific system. We have had this scheme under consideration for nearly two years, but it was not feasible until the Northern Pacific had decided to build to Gray's Harbor, and now that this decision has been made and the contract is about to be let, the time has arrived for connecting the Straits of Fuca with the Chehalis Valley and thus with the Northern Pacific system. The road is partly located; two lines are now in the field, one locating the line from the Straits of Fuca south and the other one from the Chehalis River north. It is expected that twenty-five miles of road will be constructed during the present year and the whole line, about one hundred and fifty miles in length, within two years. Less than two years ago there were hardly any settlers in the region which this road is to traverse, but within the last twelve months settlers have been flocking in and practically all the surveyed lands have been taken up.

"The Straits of Fuca are narrowest between Crescent Bay and Port Beecher and Vancouver Island, the distance being less than ten miles, and seventeen miles of railway will connect Victoria with Port Beecher, so that upon the completion of this road freight can be shipped to and from Tacoma in bulk over the Northern Pacific railroad."

WHATEVER may or may not be true in the newspaper reports of the co-operation of Henry Villard with C. P. Huntington in securing control of the Pacific Mail Steamship Company, it is certain that this company is going to put on a line of monthly steamers between Tacoma and the ports of Japan and China. Citizens of Tacoma have given the company a very generous donation in the shape of water-front property and the Northern Pacific railroad will back the new enterprise strongly, securing flour and other freight for out-going cargoes and hauling the teas and silks which the steamers will bring on their return voyages. The new line cannot fail greatly to increase the commercial importance of Tacoma.

CROP prospects are good in all parts of the Northwest. In Minnesota and the Dakotas the Spring was very backward and the grain was sown unusually late. Abundant rains in May gave it a good start and if there is a fair precipitation in June a bountiful harvest will follow. In Washington the outlook for wheat is better than for many years at this date. The crop ripens much earlier there than in the Dakotas and harvesting is generally pretty well advanced by the 10th of July. Grain shippers at Portland and Tacoma have already made their charters of vessels in anticipation of an exceptionally heavy crop.

THE Northern Pacific's short line to Butte, Montana, was opened on the 26th of May by an excursion from Bozeman. This new line is of great importance not only to Butte, but also to the Gallatin Valley, the extensive mining districts it opens to development and to the general traffic of the N. P. It leaves the main line of the road at Moreland, near the Three Forks of the Missouri and crosses the Main Divide of the Rockies at a low pass. A heavy traffic is assured from the mines along the road and from the carrying of farm produce from the Gallatin Valley to Butte.



I HAVE a friend in one of the new States of the Far West who has acquired large wealth while injuring no one and benefiting many, and who knows how to use his fortune in a reasonable way. When he was a young, struggling lawyer in Indiana he married an Ohio girl of education and native force of character and the pair, after some years of western wandering, finally made their home on a quarter section of land in what was then one of the most remote frontier settlements in the United States. They were attracted to the spot by the beauty of a swift green river and the grandeur of a great waterfall, which they could see from their cottage porch. They worked hard and endured bravely the privations of life in the wilderness, blessed by children and cheered by the hope of prosperity. In time a town grew up at the falls of the river; the town became a city and the quarter-section claim, divided into lots made them a fortune. My friend now has a bank and on almost every street of the young city he can point to something that belongs to him. He owns a newspaper, having positive opinions on natural politics which he wishes to advance and desiring to exercise a wholesome influence in the public affairs of his city and State. Acting in accord with an old neighbor and friend he has presented a park to the city, the land of which is now worth \$75,000, and the two have erected an opera house, costing with the office-building of which it forms a part, not less than \$350,000. He has a lot reserved for a public library and it is said that he means to erect a library building and present it to the city.

My friend and his wife have built for themselves and their family of five bright children a large, plain, substantial house, placing it in the midst of a pine grove of twenty acres. On one side the land slopes to the river and on another to a picturesque tributary stream. They have a large garden, a vineyard, a hothouse and a deer-park. From their piazzas they enjoy glimpses of the near city through the pines, of verdant stretches of prairie and of blue mountain tops, crowned with snow. There is not the least ostentation of wealth in the house but there is every comfort that money will buy, including such comforts for the mind as the new publications and a large library of good books. They own a model farm five miles out of the city, which supplies their table with fresh butter, eggs, vegetables and poultry and makes a motive for frequent drives and a fine romping place for the children. They go East once a year to New York and Washington and keep well up with the intellectual movements of the times. They care nothing for fashion or the usual fads and follies of the rich, but are still the plain, kindly hospitable pair they were in their days of privation and toil.

My friend and I arranged an excursion together—a drive through the Potlatch Country in Northern Idaho, starting from the terminus of the Spokane and Palouse Railroad at Genesee and making a three days circuit by wagon, including in the route the old town of Lewiston, where two great rivers join, and bringing up on the evening of the third day at the point of departure. So we made a pleasant afternoon run of a little more than a hundred miles by rail through the ridged and hilly prairies of the Palouse Country, green with the new wheat and the new grass and spangled with the gold of the wild sunflowers. We passed several little new towns, all thriving in a quiet way on the trade of the farmers.

The train halted for supper at Pullman, where I noticed that Landlord True's little blue hotel of two years ago has grown into a big green hotel with a tall tower. It was dark and rainy when we reached Genesee, a village of four or five hundred people, and we stumbled through the streets, following the flickering guiding star lantern of the hotel pilots, who made much better time loaded with our grips than we ventured to do in our light marching order. The hotel proved to be a brand-new affair, gaily papered within and gaily painted without. The old tavern had burned down lately and the landlady assured us that the bed-bugs were all burned up with it. My friend, whom long experience with country hotels had taught what is usually to be expected in their beds, heaved a sigh of relief and proposed to retire at once. He went off with his candle and after watching the poker-players in the bar room for half an hour I followed his example.

We were up at six and at seven were on the road in a top buggy, very narrow in its upper works and very broad in its running gear, drawn by a pair of stout horses, whose numerous brands showed more than one change of ownership. The nigh hind-quarter of the off-horse was so marked and scarred that it resembled an old map of the seat of war. A group of men assembled to see us off, including the editor of the *Advertiser*, who said if we saw any chance to start a paper over in the Potlatch Country he would like to know of it. Our road ran eastward, up hill and down, through a beautiful and fertile region, fairly well settled by thrifty farmers. Nearly every farm has a small orchard of apple, cherry and peach trees. The country became more broken as we advanced, the small streams running in deep ravines, on the steep slopes of which stood scattered pines. The road would drop down into a ravine, between thickets of thorn-apple, service-berry and choke-cherry bushes, and would then mount to a broad plateau, covered with wheat fields. We crossed the Little Potlatch Creek, and ascending to Fix's Ridge could follow with the eye the course of the stream for a few miles, the canyon becoming deeper and deeper until its narrow floor was fully fifteen hundred feet below the level of the prairies. We halted two mounted Indians to inquire about the road—fine stalwart fellows, wrapped in scarlet blankets and wearing feathers on their grey felt hats. One of them answered our barbaric "how?" with a civilized "good morning," and talked English without much trouble. From a high point on the ridge we could see far eastward across the broad green tableland of the Big Potlatch Prairie to the mountains that feed the northern affluents of the Clearwater River.

At noon our road began to drop down with alarming suddenness, by steep, zig zags on the precipitous green side of an enormous gorge. Far in the depths below us we could see the gleaming thread of a little river, fringed with pines. The turf on the opposite wall of the canon was ribbed with brown volcanic rock. A little cluster of houses 2,000 feet down was Juliaetta, the only town now existing on the Potlatch. When we were safely down at last, after much pushing on the brake and tugging on the reins and many cautionary remarks to the trustworthy team, we found Juliaetta to be a pretty village with orchards at either end and a score of buildings in the center, including a flouring mill, a store, a tavern, a saloon, a blacksmith shop and printing office. We called on the editor after dinner, and found him to be a good-looking, witty young man from Iowa. The name of his paper is the *Juliaetta Gem* and its motto is "Grasp all that's in Sight and Rustle for More." My friend remarked that from a casual view of the surroundings he thought that the editor did more rustling than grasping. The printing office was an unpainted shanty, the outfit very limited and the force restricted to the editor and a small boy. A bedroom was partitioned off in one corner. It had a neat bachelor look—its walls of rough boards covered with gay paper and decorated with cigarette photographs

of famous actresses. A rifle and revolver were suspended to the door-post. The *Gem* is a lively and rather personal sheet and these conspicuous newspapers are no doubt intended to exert a restraining moral influence on indignant readers who call at the office with the object of expostulating with the editor. We were shown in an album the portraits of Julia and Etta Snyder, the young ladies whose names were joined by their father, an original settler, to form a title for the town. The editor also called attention to the photo of his "best Sunday girl," whom he had left back in Iowa and who had already, he feared, found consolation for his absence in the attentions of another young man.

The Potlatch Country is a high table-land where the streams all run in deep, narrow gorges from 1,500 to 2,000 feet below the general level. These streams are the Potlatch River and its tributaries, the Little Potlatch, the Middle Potlatch, Bear Creek, Pine Creek, Cedar Creek and others. The plateau between the gorges are called ridges—Fix Ridge, American Ridge, Bear Ridge, Texas Ridge, Big Potlatch Ridge, etc. The soil is highly fertile and the climate is excellent for fruit culture. Apples do as well as in Michigan and peaches escape the frost about as often in a series of years as in New Jersey. I have nowhere seen thriftier young orchards than those both on the ridges and in the narrow valleys. As a grain-growing region, for wheat, barley, oats and flax, this Potlatch Country cannot be surpassed. No wonder, then, that the land is all claimed in advance of the building of a railroad to take the farmers products to market. The railroad, now under construction, branches from the Spokane and Palouse road, runs eastward to Moscow, thence southeast and south down Bear Creek and the Potlatch to the Clearwater, and then turns west and follows the Clearwater to the Snake at Lewiston. Its length is seventy-two miles, and it will in time make of the whole Potlatch Country a thickly settled region of small farmers and fruit-growers, shipping their products to Spokane Falls, about 150 miles distant. The streams all head in well-timbered mountains, where there is white pine, as well as the universal bull pine; fuel and lumber are close at hand for all the farmers, there are prospects of coal and silver ore has been found in the mountains. All desirable conditions exist for making this an exceptionally prosperous district.

Six miles up the gorge from Juliaetta is the new town of Kendrick, just coming into existence at the junction of Bear Creek with the Potlatch River. I suggested the new name for this place a few weeks ago in conversation with one of the owners of the ground, and I found, on visiting it that the old name of Latah City, duplicating that of a town not far off in Washington, had already been dropped and the new name, that of the Chief Engineer of the Northern Pacific Railroad, had gained general currency throughout the region. We drove to Kendrick over a road as bad as it is picturesque, now rattling over the stones on the river bottom, shaded by blossoming boughs of thorn-apples and wild cherry and by the tall pines and cotton woods, and now climbing over the shoulders of the mountain and looking down from the dizzy heights of precipices. Roses and sunflowers scented the air and a multitude of blue, yellow and purple blooms made almost continuous flower beds of the waysides. Most graceful of all the flowering plants at this season is the camas, with its tall, supple stem and its pannicle of light blue, bell-shaped blossoms. At Kendrick we found a store, a stable, a big tent and three houses. Surveyors had just finished platting the new town and the day before there had been a sale of lots. There were a dozen men lounging in the store and discussing the prospects of the place. They showed us where the hotel would be built and where the depot would stand and they explained how the farmers on the ridges would come down here to sell their products and buy goods, as the nearest and most accessible point. "In fact," said one, "Kendrick has more good country

necessarily tributary to it than any new town I ever saw." One showed specimens of silver ore mined eighteen miles distant in the mountains, another spoke of the neighboring white pine belt and all had much to say as to the superb grain and fruit country close at hand. We were convinced before leaving that a good business place would speedily grow up here, and wishing Kendrick and its founders and boomers good luck, drove back to Juliaetta to find lodgings for the night, declining the hospitality of two citizens who offered to give us their bed and sleep in the hay-mow.

EVERYBODY in Juliaetta appeared to go to bed at dark. The store was closed and the only light to be seen from the hotel was a feeble ray from the back-window by the saloon. My traveling companion and I were so hard pressed for some way of passing the evening that we actually fell to discussing the tariff and were glad when nine o'clock afforded the earliest reasonable excuse for seeking sleep. Regular breakfast time in the little tavern was six o'clock and at seven we were on wheels again and driving along a beautiful ravine road, following the Potlatch down to the Clearwater. After the first two miles the country was Indian Reservation, and we passed many little Indian farms on the bottoms along the river—comfortable log houses, log barns, fields of grain fenced with barbed wire, and even a few attempts at orchards. Near every house stood the smoke-discolored tepee, still preferred as a Summer dwelling, and on two or three farms which had good barns no other dwelling than the tepee was visible. It was camas gathering time and quantities of this edible root were drying upon blankets near almost every tepee. "Why should not the camas be cultivated and improved, and introduced to civilization as a garden vegetable?" asked my companion. "I believe I'll try what can be done with it in my garden. Perhaps I am destined to be a benefactor of civilized man—doing for the camas what Sir Walter Raleigh did for the potato." These Indians are Nez Perces and their big reservation in Idaho, lying on both sides of the Clearwater, is now in process of allotment, a lady named Miss Fletcher having been sent out from Washington by the Interior Department to assign the separate holdings to the Indians and the white men who have married squaws and are legally Indians. When this work is completed the remaining land—and there will be a great deal of it—will be sold to actual settlers. A white population of several thousand souls will then be brought at once upon the reservation, greatly to the benefit of the neighboring towns of Lewiston, Genesee and Juliaetta.

THE Clearwater, which we reached in an hour, is a superb big river, as wide as the Ohio at Cincinnati, and flowing with a mighty current in a very deep and narrow valley. The hills rise abruptly to heights of from one to two thousand feet above the stream, and at their tops the country stretches off in rolling plains—on the south to Craig's Mountain and on the north for a hundred miles of fertile prairie to the timber belt south of Spokane Falls. Mounted Indians met us on the road and we saw Indian women in canoes fishing. We passed, on the opposite side of the river, the pretty, shaded village-like group of white buildings comprising the Nez Perce Agency. We crossed the Clearwater by a current ferry, and, once out of the reservation drove for six miles through a narrow strip of farms and orchards lying between the rapid river and the steep hills to the quaint, shabby and sleepy old town of Lewiston, which can boast of the finest avenue of Lombardy poplars to be found in America. The shabbiness of the place is almost hidden by the luxuriant foliage and is nowhere offensive to the eye. You hardly notice that the stores are mostly little one-story affairs built thirty years ago, so grateful to the sight are the solid walls of poplars, the orchards, the lilac bushes and the broad, densely shaded lawns in front of the dwellings. Big Chinese wheels turned by the current of a canal wholly hidden in verdure, lift the water in

small tin buckets and pour it into the troughs that feed the irrigating ditches. There are two fairly comfortable hotels, two large brick store buildings, a new and imposing court house, a three-story school-house, three diminutive churches, one long unfinished, many cozy dwellings hiding behind screens of foliage, and no end of odd and dilapidated old structures.

SOMNOLENT Lewiston is waking up, however. It will soon be the terminus of a railroad from Spokane Falls, and those avant couriers of prosperity, the real estate agents, have already hung out their signs. Everybody is dreaming of wealth to be made by selling lots and acres that could scarcely be given away a few months ago. The semi-weekly steamboat from down Snake River is to be supplanted by the daily train from the busy young metropolis of Eastern Washington. New life will soon flow into the old town and this haunt of ancient peace, as drowsy as an oasis in the deserts of Arabia Felix, will become bustling, modern, prosperous and commonplace. People will make money raising fruits and early vegetables and shipping them to the markets of Spokane Falls, Helena and Butte and their good fortune will give the town a great impetus. Probably its fifteen hundred inhabitants will be five thousand in three or four years.

To reach the plateau north of the Snake and Clearwater valleys a zig-zag road must be climbed for an hour. It clings to the brown slopes of a precipitous mountain. When you are at the top, instead of a mountain summit, as you might well expect to find, a verdant, rolling prairie stretches out before you, spangled with flowers and dotted with orchards and farmsteads. The general level of this prairie is 2,000 feet higher than that of the valleys below. Its temperature in winter is from twenty to thirty degrees colder. The dweller on this high plain has only to go down to Lewiston in winter to experience as great a change of climate as a St. Paul man would find in the same season by traveling from his city to St. Louis. In summer the difference is almost as great. From the California-like warmth of the valleys one mounts to a region of cool stimulating air and fresh breezes blowing from the mountains. In early spring one can stand in the snow on the bank of the plateau and look down on the peach trees and the cherry trees in bloom in the orchards of Lewiston. We drove to Genesee through a persistent rain, passing for six or seven miles across beautiful, blossoming prairies, entirely vacant, because belonging to the Indians, but soon to be turned into wheat fields by the opening of the Nez Perce Reservation.

EXPLORING ALASKA.

Three men have left New York to go through the unexplored parts of Alaska. They are Alfred B. Shantz, a newspaper man; D. H. Wells and E. G. Grove. W. J. Arkell and Russell B. Harrison are sending out this exploring expedition, and the government will lend all the aid in its power to the men. From New York the men will proceed to Port Townsend, where all the arrangements for the long and dangerous journey will be completed. The United States government steamer Patterson will convey the party to Juneau. There they will take canoes and travel through Lynn Channel to Caipah River and from there to Chilkat Pass. There the party will start out on a long journey, on foot, of 600 miles to Copper River. None of this region has ever been explored by white men. Mt. St. Elias, which is estimated to be 17,000 feet above the sea level, will be scaled to determine if it is of volcanic nature. The steamer Patterson has been commissioned to wait at the junction of the ocean and Copper River until 1891 for the party. The main object of the trip is to ascertain positively the truth or fallacy of the belief that immense deposits of copper are to be found along the coast of Copper River.

POTATOES AND POLITICS.

Referring to the *Review's* statement that a cargo of eleven carloads of potatoes had been shipped from Wisconsin for Spokane Falls, the *Davenport Times* states that this is like carrying coals to Newcastle. The editor asserts that the soil of Lincoln County is capable of producing from 600 to 700 bushels of potatoes to the acre, and from this well established truth the argument is advanced that Spokane Falls should not be compelled to ship its potato supply a distance of 2,000 miles or more.

This is very true, but Spokane Falls is powerless to provide a remedy. This city is the wholesaling supply point for a great mining region, besides having a large population of its own to maintain. Since the potato is accepted as a necessary staple, the market must be supplied at any cost, even if it becomes necessary to ship from Ireland.

The Spokane commission^{ers} merchants and dealers generally would greatly prefer to purchase their supplies in the Big Bend, the Palouse or Colville country, or even from the islands of Puget Sound, if a sufficient quantity could be obtained. That it can not be obtained is not the fault of either the soil or the climate. The largest and the finest flavored tubers that have ever been produced in any time or clime may be raised here, and at a cost far below that incurred in some of the States farther east. This is true, also, of all other vegetables, fruits, fowls and meats, and yet there is continually a scarcity, and prices are unreasonably high, on account of the necessity of shipments from a great distance, at exorbitant freight rates.

This is not the fault of the people occupying the lands, for they are doing all in their power to supply the market. The cause, therefore, of this source of constant complaint is that so far there are not sufficient numbers of enterprising farmers in this country, and consequently the product is not adequate to the demand.

If some of the political croakers who are lounging around bar-rooms, seeking to reform the politics of the country, could be induced to scatter out upon the fertile fields of Washington and assist the husbandmen in raising potatoes, bunch grass steers, Plymouth Rock chickens, asparagus, celery, tomatoes, apples, apricots and other fruits of the soil, they would add materially to their own comfort and that of the industrious people who have come to this country with the honest motive of establishing homes.

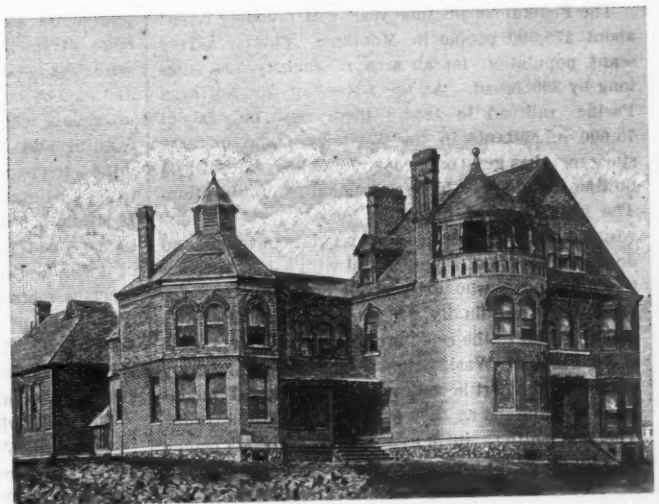
Then there would be abundance of potatoes and all other products of the farm for the industrious mechanics and miners and other non-producers of that class of commodities, and at the same time the exhilaration obtained by exercise in the pure air, laden with the perfume of flowers, would have a salutary effect on the croaker's mind and he would speedily realize that farming is more profitable and pleasant than the pursuit of the political agitation industry.—*Spokane Falls Review*.

MOVING WEST.

The migration of Eastern industries westward is significant, of course, but it ought not to be viewed from the trans-Allegheny standpoint with the evident alarm it is. It should be kept in mind that industry distributes itself with population, and since the latter is becoming more dense in the West with each passing year, its accompaniments of manufacture and mining, as well as those expressive of agricultural development, obtrude themselves upon the view. Such "phases," so called, are not exceptional, but have been remarked ever since the labor of converting the West from wilderness and savagery into an abode of peace and the arts, began. Possibly the movement bodily of industries hither has been rarely, if ever, as large as now; but in fragments and parts—in all the elements necessary to the make-up of competitive western manufacture—the vast basin of the Mississippi has been surely and rapidly gaining in all these years ago. Mayhaps its accretions have not been visible at all times through the blue smoke veiling the summit of the Alleghenies, but they have been none the less positive and potential on that account.—*St. Louis Age of Steel*.



BISHOP'S RESIDENCE AND ST. JOHN'S HOSPITAL, HELENA.



ST. PETER'S HOSPITAL, HELENA.

THE NEW STATE OF MONTANA AND ITS CAPITAL CITY.

BY E. V. SMALLEY.

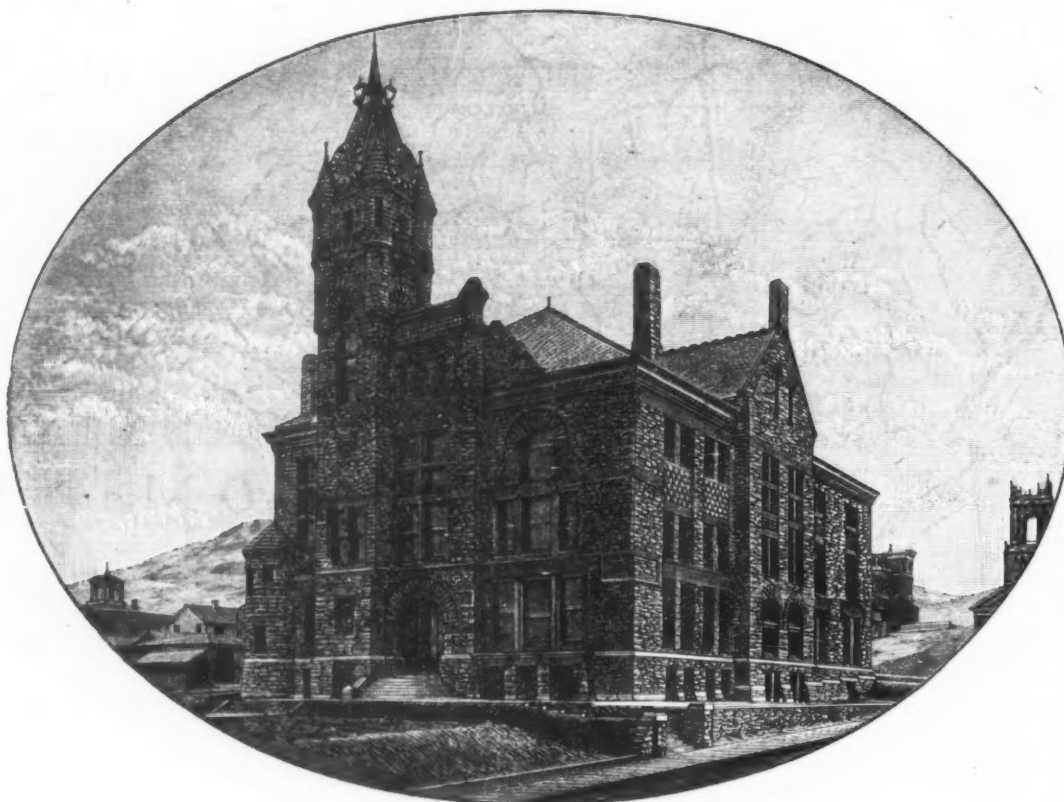
Montana is one of the most prosperous States of the Union. I believe that the statistics of the next census will show that it produces more wealth annually per capita of its population than any other State. It digs from its mountains \$35,000,000 yearly of gold, silver, lead and copper. It mines over 3,000 tons of bituminous coal every day. It sends thousands of cattle and sheep to Eastern markets and is probably the greatest wool-producing State in proportion to its population. It breeds horses that are famous for their speed, symmetry and endurance. It supplies itself with lumber from its own forests of pine, spruce and cedar. In its valleys, irrigated by copious streams fed by mountain springs and rivers, heavy crops of grains, vegetables and forage are grown. The farmers are so well-off that an Eastern mortgage loan company has been publishing the most persuasive advertisements in the newspapers for a year

who are looking for a chance to do something, but don't know exactly what. Everybody is settled, busy and prosperous and the new-comers fit at once into avocations nowhere overcrowded. The old settlers still keep the lead in most places in the main lines of business and it is their money, more than new capital from the outside that is developing the new enterprises and building up the towns. The new settler must not think he is coming to a community which will be eager to send him to the legislature or to put him in charge of a mine or a bank. Many of these Montanians have been here a quarter of a century. When they crossed the plains as young men they were from the flower of our Eastern youth—courageous, energetic, capable, educated young fellows, full of ambition and enterprise. To-day they are the old-timers—grey, but still vigorous, and they are the successful men in the lead of affairs—the men who control the banks, the mines, the big ranches and the politics of the State.

Don't infer from this that there are no good openings for new men. I only mean to say that Montana is a well-organized community in its business and

history of the middle belt of country will be repeated here in the North. After the first Pacific Railroad was built there was a great movement to California. People were bent on going through to the Coast. It was not till several years had elapsed that the rapid development of Colorado began. Now Montana has greater resources than Colorado. She has far greater mineral wealth; she has better grass and a larger area of grazing lands; she has at least three times as much good valley land available for farming by irrigation; she has more lumber and more coal. In time she will be at least twice as populous as Colorado and she will make of Helena, her capital, a larger city than Denver.

Montana is essentially a mountain State. Even on the great bunch grass plains of the East, where cowboys and sheep-herders roam with their flocks and herds, there is very little country where you cannot see a mountain range on the horizon. Detached groups of the Rockies—the Big Horn Mountains, the Moccasin Mountains, the Sweet Grass Hills, the Big Snowies, the Little Rockies, and others stand out upon the plains, far from the lofty ranges of the



HELENA.—STATE CAPITOL AND COUNTY COURT HOUSE.

past trying to convince them that they really ought to borrow a little money.

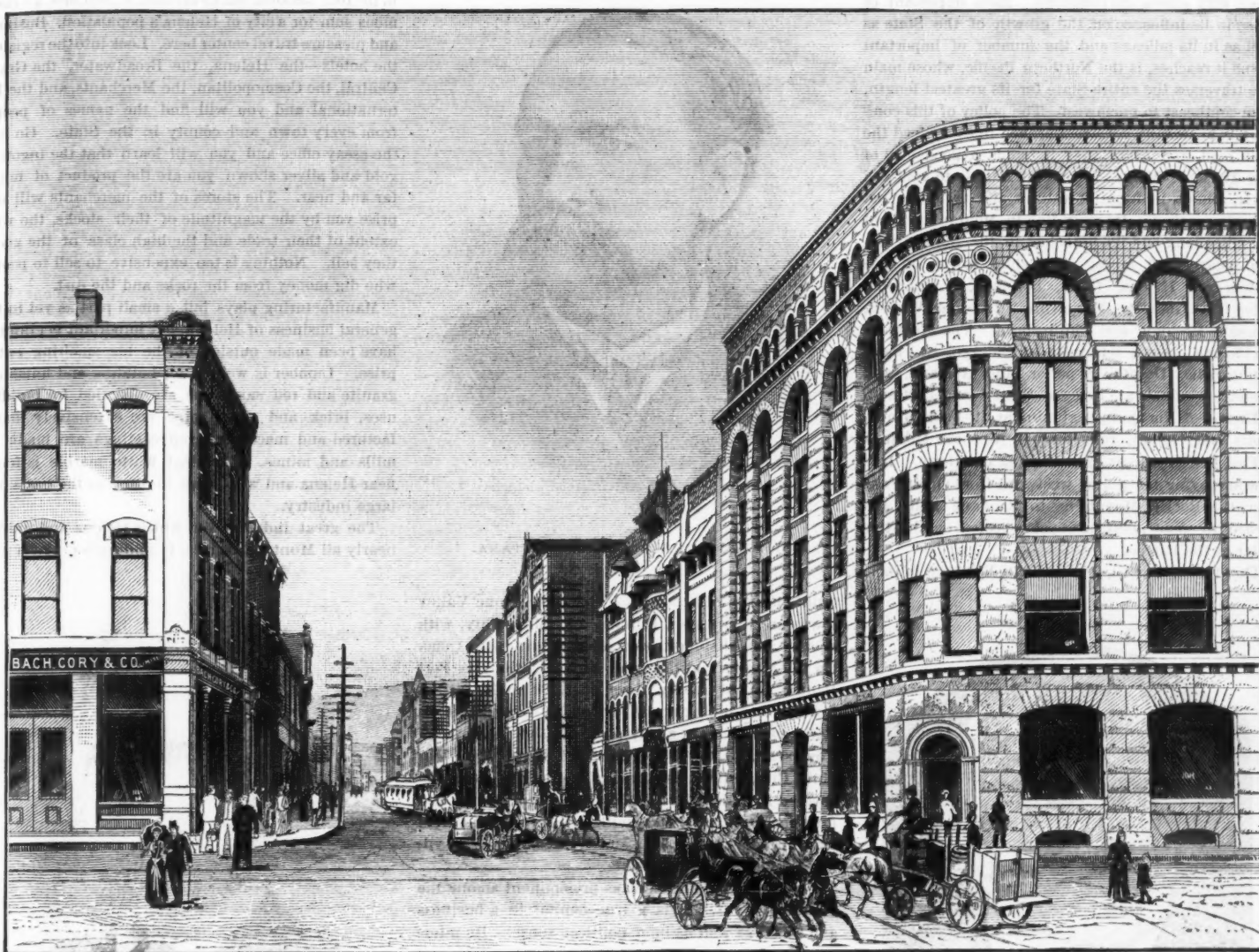
The Federal census this year will probably report about 275,000 people in Montana. This is a very scant population for an area of country 700 miles long by 300 broad. At the advent of the Northern Pacific railroad in 1882-3 there were only about 75,000 inhabitants in the Territory. The increase since then has gone on steadily, year by year, with at no time a sudden or large movement of immigration. The heavy tide of migratory people, seeking new western homes, flows clear across the continent and floods the shores of Puget Sound with eager, speculative multitudes, who drift about here and there for some weeks and finally, for the most part, find their opportunities in the rapid growth of the new Pacific Coast State of Washington. These people barely glance at the fertile valleys and ore-seamed mountains of Montana as they pass through on the trains. The new settlers in Montana are nearly all people who know where they are going, what they will find and what they are going to do when they start. You rarely meet men in the hotels of the Montana towns

social life, with able men, seasoned by long experience, possessed of capital, knowing their State thoroughly and loving it heartily, everywhere the front of the larger enterprises. There are, in fact, attractive opportunities here for men of small means and men of large means; yes, even for the man of no means who has only his labor to sell, if he be faithful and industrious—opportunities to develop mines, to open ranches to construct irrigation ditches, to establish factories and to help build up the towns. If Montana were a boom State, as Colorado was back in the seventies, she would already have a population of half a million. She now produces more wealth of precious metals than Colorado, but there has never been a rush of eastern capitalists and speculators to her mines. They have been developed gradually by her own people, and most of the money made in them has remained at home.

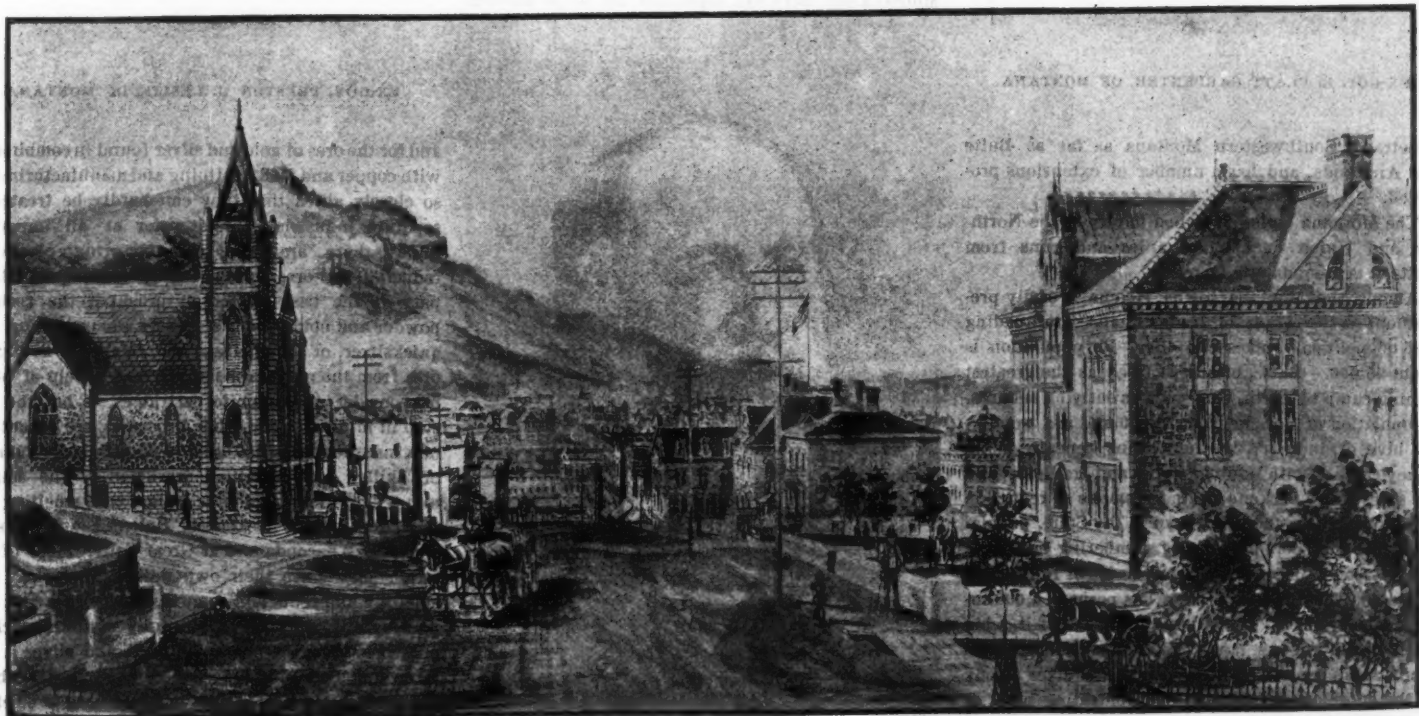
The boom will no doubt come here some time. No region in the West has ever wholly escaped the contagion of speculation. When Washington is pretty well filled up Montana will become the favorite field for immigration and speculative enterprises. The

great Continental Divide. In all of Central and Western Montana you are everywhere encompassed by mountains. The highest peaks are 10,000 feet above the sea level and carry eternal snows. Browns and greys are the dominant colors in all the landscapes, both on mountain slopes and in the valleys, for only in May and June does a brief flush of green come upon the face of nature. The young grass soon cures in the dry air under the warmth of the long, sunny, cloudless days.

Montana is also a land of many streams. The great rivers of the continent, the Columbia, the Colorado and the Missouri, rise in her mountains. From every gorge leaps a bright, pure rivulet. The lines of the water-courses across the valleys and plains are marked by belts of cotton-woods and willows, like green scarfs flung across the brown land. The landscapes look rather somber at first to eyes accustomed to the uniform green hue of regions of abundant rainfall, but they soon grow upon you and reveal a peculiar beauty of subdued colors, and the grandeur of magnificent mountain back-grounds and wide sweeps of vision.



HELENA.—VIEW LOOKING UP MAIN STREET.

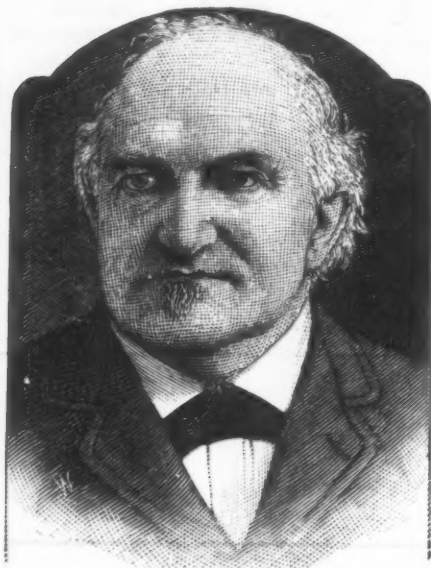


HELENA.—VIEW OF BROADWAY AND MOUNT HELENA.

The railroad systems of Montana are operated by three very strong corporations. Most important of these in its influence on the growth of the State as well as in its mileage and the number of important towns it reaches, is the Northern Pacific, whose main line traverses the entire State for its greatest length, from southeast to northwest. The policy of this company is to steadily construct branch lines to feed the main road, and every year it builds a good deal of new track in Montana—to coal mines, to gold and silver mines, to farming valleys and to towns not hitherto reached. Its main line in Montana is about 650 miles long and its branches in the State aggregate nearly 300 miles. The chief towns on this system are Helena, Butte, Bozeman, Livingston, Miles City, Glendive, Marysville, Townsend, Wickes, Boulder, Missoula and Phillipsburg. The Northern Pacific has eastern terminals at Chicago, St. Paul, Minneapolis, Duluth, Superior and Ashland, and western terminals at Tacoma, Seattle and Portland.

The Great Northern, beginning at St. Paul, Minneapolis and Duluth, runs through Northern Montana to Fort Benton, Great Falls, Helena and Butte. It is now surveying for a line westward from Great Falls over the Rocky Mountains to Spokane Falls and thence to some point not yet selected on the tide water of the Pacific.

The Union Pacific, by its Utah Northern branch,



EX-GOV. B. PLATT CARPENTER, OF MONTANA.

penetrates Southwestern Montana as far as Butte and Anaconda, and has a number of extensions projected.

The Montana Union is owned jointly by the Northern and Union Pacific companies and runs from Butte to Anaconda and Garrison.

Among the Montana towns Helena is easily pre-eminent as the center of trade, finance, railroading and of political and social life. Its population is about 25,000. Butte, often described as the greatest mining camp on earth, has, with its outlying suburbs, a population of not far from 30,000 and is a wonderful hive of industry, the mountains beneath being honey-combed with mining shafts and galleries and the skies above darkened with the smoke of reduction works. Missoula, the third town in the State, population 5,000, prospers by farming, lumbering and mining. Great Falls, just above the series of rapids and cataracts of the Missouri River, has perhaps 4,000 inhabitants, with coal and silver mines back of it, a big smelter, and grazing lands in all directions. Anaconda ranks equal with Great Falls and lives chiefly on the enormous smelting and concentrating plant of the Anaconda Company, which employs an army of men. Bozeman, the prettiest town in the State, is sustained by highly productive farming valleys and



GOV. JOSEPH K. TOOLE, OF MONTANA.

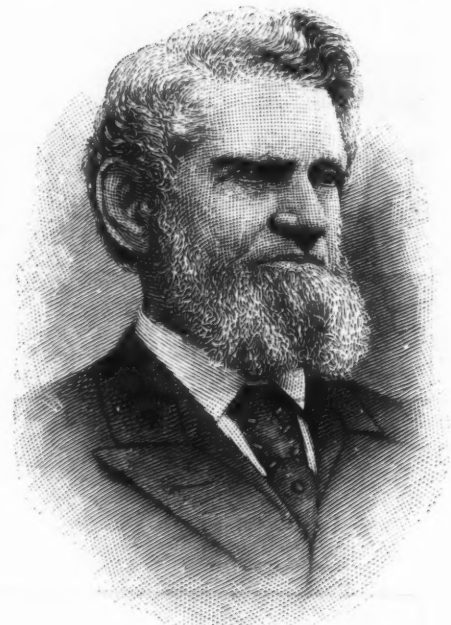
counts nearly 3,500 people. The Yellowstone Valley towns are Livingston, Billings and Miles City, with about 1,500 inhabitants each and Glendive with 1,000. On the Missouri, at the head of navigation, is Fort Benton, an old trading town of 1,200 souls. Other towns worth noting are Dillon, on the Utah Northern Railroad, a pleasant shady place of 1,000 inhabitants; Townsend, on the Upper Missouri River, 500; Virginia City, where the first placer mines were discovered in Alder Gulch, 500; Boulder, a mining and farming center, 500; Marysville, the town of the great Drum Lummen mill, 500; and Wickes, a smelting village of about 800 inhabitants.

I have spoken of Helena as pre-eminent among the Montana towns. It is a true capital in a business and social as well as in a political sense. Its interests in mining and smelting, in mercantile affairs and in banking, in stock raising and in transportation reach over the whole State, and it grows in exact ratio with the growth of the State. In Helena live the rich men who want to enjoy their fortunes without leaving their beloved mountains. Into the Helena banks pours the surplus capital from all parts of Montana and here are organized the large projects

for new mining enterprises. The aggregate deposits in the four national banks are over \$7,000,000, an enormous sum for a city of Helena's population. Business and pleasure travel center here. Look into the registers the hotels—the Helena, the Broadwater, the Grand Central, the Cosmopolitan, the Merchants, and the International and you will find the names of people from every town and county in the State. Go into the assay office and you will learn that the ingots of gold and silver shown you are the product of mines far and near. The stores of the merchants will surprise you by the magnitude of their stocks, the wide extent of their trade and the high class of the goods they sell. Nothing is too expensive to sell to people who dig money from the rocks and the dirt.

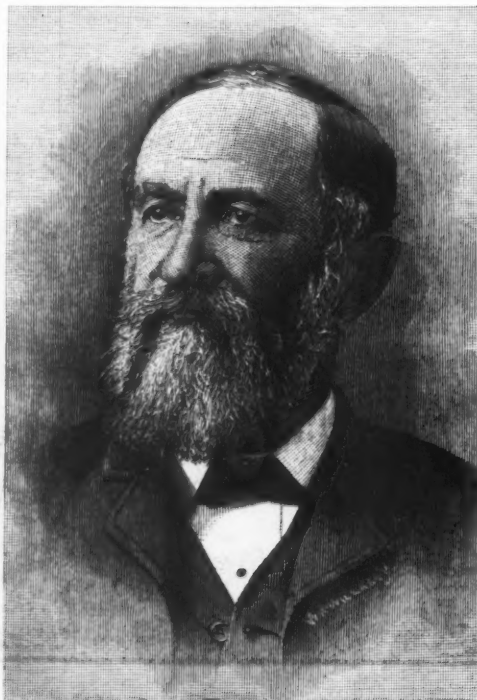
Manufacturing plays but a small part as yet in the general business of Helena, but important beginnings have been made outside of the big smelting enterprise. Lumber is worked for building and finishing, granite and red sandstone are quarried for building uses, brick and sewer pipe are extensively manufactured and machinery and castings are made for mills and mines. Excellent white marble is found near Helena and will serve in time as the basis of a large industry.

The great industry on which Helena and indeed, nearly all Montana thrives, is mining for placer gold



EX-GOV. PRESTON H. LESLIE, OF MONTANA.

and for the ores of gold and silver found in combination with copper and lead. Mining and manufacturing are so closely allied that they can hardly be treated as separate industrial pursuits, for at all important mines there are large manufacturing plants for reducing the ores by extracting from them a large part of the base matter, or crushing the rock to powder and obtaining the gold by amalgamating with quicksilver, or for smelting and fluxing. To dig the ores from the mountain sides, with the help of blasting powder or dynamite cartridges, is but the first step in mining. The other processes are essentially of a manufacturing nature and employ large numbers of skilled and unskilled workmen. The smaller mines ship their crude ores to immense smelting and reduction works, located at Helena, at Wickes, at Butte, at Anaconda and at Great Falls; most of the larger ones have their own mills and works. The smelting and reduction companies buy ores just as a flouring mill buys wheat, carefully sampling each lot offered to ascertain how much gold and silver it contains and combining different kinds of ores to obtain the most economical results in the milling or smelting processes. The number of men now employed in mining in Montana is variously estimated at from 25,000 to 40,000.



EX-GOV. SAMUEL T. HAUSER, OF MONTANA.

The common opinion even in the mining districts is that placer mining is practically a thing of the past; yet Professor Swallow, the most eminent authority on the subject in the State, says that more placer gold was obtained last year in Montana than in any previous year. The rich placers were long ago worked out and the days of "stampedes" and "rich strikes" belong to the early romantic period of the log cabin, the spade and the "rock-er," and the gulches swarming with eager diggers, working two by two on the "me and my pard" plan. Now the placer mines are large areas of auriferous gravel and clay washed systematically with powerful hydraulic appliances and owned by stock companies. This form of mining is so constantly increasing in importance and the extent of the known auriferous ground is so great that no limit can yet be placed upon its duration. The question is everywhere one of water rather than of gold-bearing material and capital and engineering skill are bringing water upon fields where a few years ago no one thought placer mining at all practicable.

Neither can any limit be set to the growth of the quartz mining industry. The many ranges and spurs of the Rocky Mountains in Montana are seamed with metalliferous rock. Hundreds of good prospects remain to be developed and some of them will no doubt prove to be as good mines as any now worked. There will be hundreds of new discoveries. The busi-



MERCHANTS NATIONAL BANK BUILDING, HELENA.

ness of searching for paying leads and developing them will go on for generations and the State's output of gold, silver, copper and lead will increase year by year for an indefinite period. In quartz mining the main question, after a promising lead has been struck, is one of transportation. It does not pay to wagon low grade ores very far. As the railway system of Montana is extended the quartz mining industry is developed. A peculiarly rich mine, like the Drum Lummon, or the Elkhorn, or the Jay Gould, is opened at a distance from a railroad. In a short time it attracts a branch road by the amount of traffic it offers. Then other mines of less value in the vicinity are opened and in a short time the little branch road has developed a new mining district. The Northern Pacific branches from Helena to Rimini, Marysville, Boulder and Pony and the Great Northern lines to Marysville and Butte are instances in point. The time will come when almost every little valley in the Rockies will have a railroad and will be alive with mining activity. The great fortunes in Helena have been made from mining and almost every business man in the city, no matter what his regular vocation may be, has some stake in a mine. Samples of ores are shown in the hotels and in big show cases in the banks. If you go to a doctor for a prescription or to a lawyer for advice you amuse yourself looking over the chunks of gold or silver bearing rock in the outer office while waiting your



"THE HELENA" HOTEL, HELENA.



THE "IRON FRONT" BUILDING, HELENA.

turn. Even the bibulous people in the bar rooms discuss mineral specimens between drinks. Mining has made Helena what it is to-day, the richest town of its population in the United States and mining will advance it to a city at least as large as Denver. Shrewd men in Denver believe this and a Denver syndicate is now buying heavily of Helena real estate. Everything in Colorado that has made of Denver a city of 80,000 people exists in Montana in the region naturally tributary to Helena.

A few words in conclusion about Helena business men and business structures. The new blocks on Main Street, and particularly the Power Block, the Atlas Block, the Bailey Block, the Gold Block, the First National Bank and the Merchants' National Bank are so solid in their construction, so handsome in their architecture and so modern in their appointments that they would attract attention in any large Eastern city. There is no speculative building; the new edifices barely keep pace with the growing needs

through Helena from east to west and branches run to the mining towns of Marysville, Rimini, Wickes and Boulder, and the main line of the latter reaches Helena on its way to Butte and throws off a branch to Marysville. The Northern Pacific is now building a road to the Pony and Red Bluff mining districts which will be valuable to the trade of Helena and will soon build to the Castle mining district and bring the ores of that newly developed camp to the Helena smelters.

HELENA---SCENIC, HISTORIC AND SOCIAL.

Helena of Troy was beautiful; so is her namesake, Helena of Montana, as she lies smiling in her sunny valley, the sweeping folds of her green gown brocaded with flowers of many hues and confined by a "Belt" of magnificent mountains, rich with precious metals and jewels too, a gleaming ribbon of a creek flowing from neck to feet. Over the Greek Helen men

it dazzled one's eyes. Many of the huts which these placer miners occupied stand still, mute reminders of what made the city which is tearing them down, and many of their former occupants, having said unto themselves, "Build thee more stately mansions, O my soul, leave thy low vaunted past," have "stole with soft steps the (lowly) portals through and left the outworn dwellings for the new."

Before almost every foot of soil had been laboriously washed for gold, one could scarcely afford room for a building of any kind, and there is still pointed out a good-sized grocery store which was put on stilts, so to speak, that a placer miner might see if he might find enough gold in the short time for which he leased the ground to pay him, after the \$4,000 rent was turned over. Even now there undoubtedly is much of the precious metal in the streets of the city. "Do you know," said a friend jokingly, "I have a great respect for Helena, and walk her streets with eyes cast down, half expecting to see some nugget or



HELENA.—A VIEW IN THE "WEST END."

of the city. The chief characteristic of Helena business men is their conservatism. Most of the mercantile houses are strong and old. Failures are very rare. You see the old names on the stores year after year. Stocks are large and much of the retail business has a semi-wholesale character, derived from the constant filling of large orders for mining camps and cattle ranches. The real estate men are not a drifting class, as in many new and speculative towns, but are men of solid means with offices that look like banks. The bar is a notably able one and is often called upon to handle important mining cases involving large fortunes. A successful Helena lawyer must know all about mining laws and precedents, water-rights and irrigation statutes and decisions, and the written and unwritten laws of the stock-ranges. The railroad interests of Helena are of great importance. The city is headquarters for the Western Division of the Northern Pacific Railroad and for the Montana Central Divisions of the Great Northern Railway. Branches of the main line of the former runs

struggled and fought, bore privation, parted with honor, even died, yet was her beauty their only guerdon; her heart was of ashes. For Helena, men also worked, denied themselves, suffered, aye, and sinned, but found in her a heart of gold. They sought it long but success came finally in Last Chance gulch, where most of us find our opportunities, by the way.

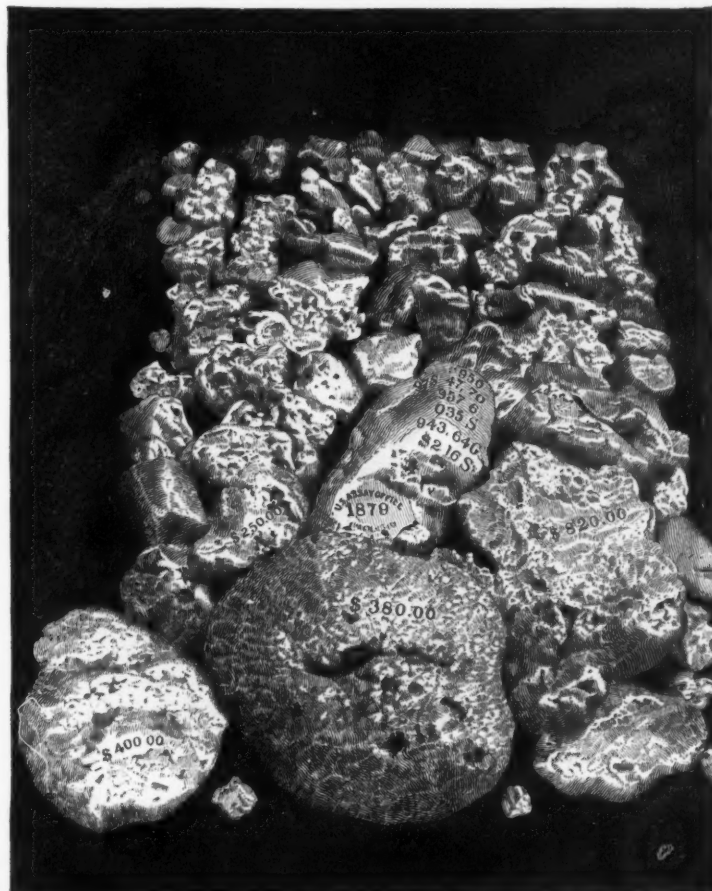
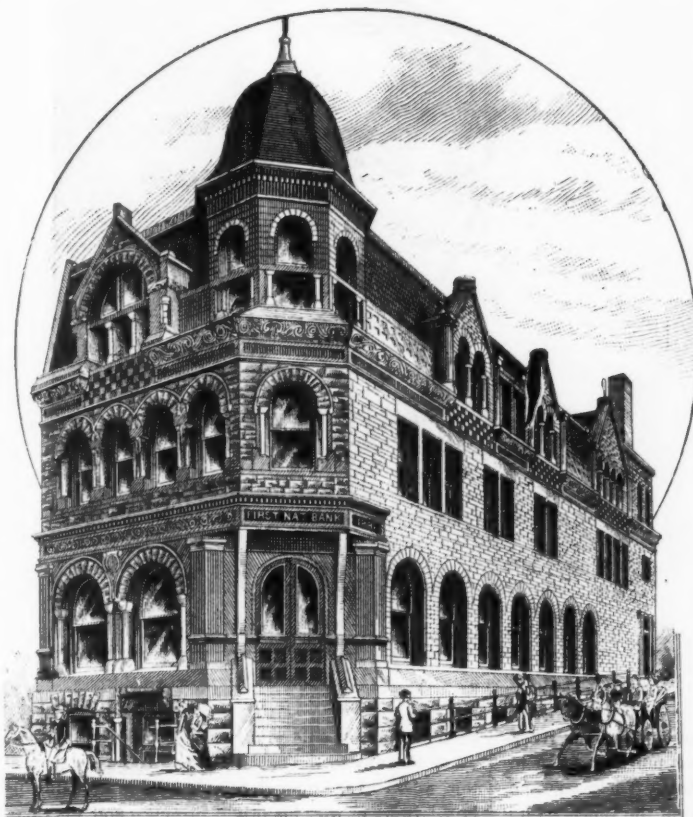
Coming from the East, after passing the monotonous prairies of Dakota, the beauty and grandeur of the scenery along the Northern Pacific among the mountains is a very good preparation for the lively city of gold; and the size and energy of it, its fine business blocks, metropolitan-like streets, and handsome houses, a refreshing contrast to some "cities" behind.

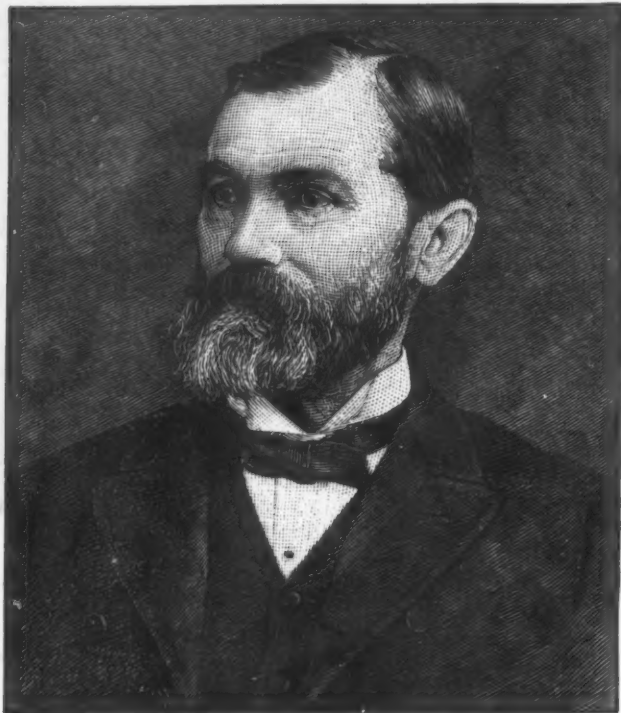
Where is there a city of more picturesque variety than Helena? On every side, coming up from the depot, one sees desolate patches of heaped stones and earth, the refuse of placer mines which have set many a man on the road to fame, for fame in these latter days is usually but gold in such quantities that

precious stone at every step. I call it the New Jerusalem." I ran across one of these former miner's shanties the other day, snugly ensconced behind a bill board which entirely hid it and gave the family which occupied it as secluded a residence as if they did not live on one of the busiest of business streets. But unfortunately for the picturesqueness of Helena, these reminders of pioneer times are disappearing with the Indians. Jerusalem's being railroaded, the canals of Venice drained, native Africans arrayed in store clothes—everything's being spoiled. Before all traces of Helena's childhood shall have passed away, she should be painted for her children.

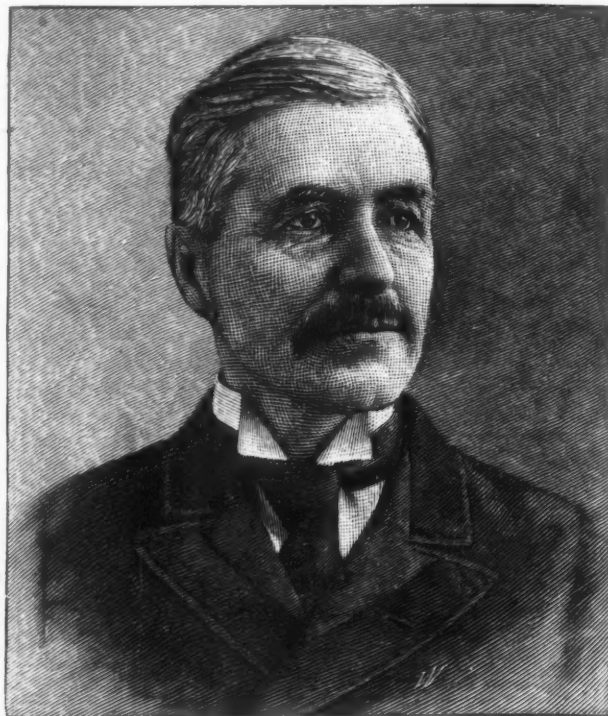
Another memento of early times in Helena is the great stone, iron-roofed warehouses scattered here and there through the city. It was in these that the large merchants stored their stocks till Spring should diminish and replenish them.

Helena is much like Quebec, by reason of its hilly streets rising from level Main. If any St. Paul or Minneapolis real estate man imagines it to be still





HON. WILBUR F. SANDERS, U. S. SENATOR FROM MONTANA.



HON. THOS. C. POWER, U. S. SENATOR FROM MONTANA.

draw the veil. I simply advise, don't say "swan" to Broadwater unless you have what the boys call a head start.

Speaking, too, of electric air: that handsome new hotel, the Helena, whose genial manager and secretary of the company was formerly secretary of the Territory, "the Helena," is carpeted with rich moquettes and Montana air is fairly tingling with electricity. The result is shocking. I speak advisedly. I should think "the Helena" a sanitarium for paralytics and all who could be benefited by the appliance of electricity. One shrinks in terror from a radiator, ringing an electric bell is a painful necessity, matches are superfluous in lighting one's gas, and even receiving a card from the silver salver gives one a shock like that of a letter with a black border. I quite sympathized with a lady who, after making one or two efforts to take the card, with quite a brilliant pyrotechnic as the only result, said impatiently to the bell boy, "dump it." Perhaps, though, it is this very quality of the air that makes one almost tireless in Helena and gives that quick, keen manner to her people.

The streets are alive with people of all nationalities, conspicuous among them the Chinese, who have a quarter of their own. They are very quick to imitate, hard-working, and generally honest. Unlike those in the East, who are usually "wash-women men," they are here employed at nearly everything, except, perhaps, type-writing, and I shouldn't wonder if two of them will soon apply for such a position, for I saw them curiously and notingly watching through an office window the movements of a pretty girl at her machine. One of the fashionable tailors for Helena swells is a Chinaman.

What a change a very few years makes in a progressive Western town like Helena. Not very long ago the only music heard about the straggling town in Last Chance Gulch was the thrum and saw of the orchestra in some low dance house, where the miners met degraded women, the twang of a banjo at some shanty door accompanying the miner's minstrel song, or the twitter of the thievish magpie as she swooped down to carry off his pink soap. Now Helena is quite a musical town and the Encore Club will hold its own with the musical organizations of larger cities. It has an active membership of about forty and it has produced a number of light operas in decidedly meritorious style. The weekly rehearsals

are well attended and the quarterly soirees and receptions very popular. As for church music, look for instance at the Congregational choir. Their soprano, Miss Isabel Mosher, is a graduate of the Chicago Conservatory and for some time singer at the celebrated Eighth Presbyterian, there—Drs. Kittredge's.

Instead, too, of an occasional minister or a missionary priest to preach at the mining camp, look at the fine churches erected or being erected in Helena. The First Presbyterian will be an especially hand-

been an enthusiastic student of botany and spends every Monday in the fields, beside an occasional vacation week. Like enough there's where he gains his broad views of life, his bright presence and his eager eye. In his herbarium he has specimens of not less than 1,000 microscopic plants alone. Mr. Kelsey has discovered several entirely new classes of plants among the Rocky Mountain flora. One of these has a conspicuous place in the herbarium of Harvard college; another, a parasitic plant, has been named in his honor *Homostegia Kelseyi*. He has also discovered a new species of parasitic plant in the black dust on poplar trees, and that species found on the wild syringa bushes which make Montana one vast garden in Springtime. This last is also named for the discoverer. Mr. Kelsey delivers a series of lectures every May at the college of Montana, Deer Lodge. They are always largely attended by both citizens and students. He lectures evenings and takes the class out into the flowery fields after-noons. Three of his pupils, Mrs. Koch and Mrs. Alderson of Bozeman, and Mrs. Moore of Pyrenees are almost as enthusiastic as he and have discovered several plants not supposed to grow in Montana. Mr. Kelsey's contributions to magazines have made him widely known. In connection with Prof. Anderson, Mr. Kelsey gave the government, in the "Journal of Mycology," its first list of Montana fungi. Such a man is an honor to any city. By the way, Mr. Kelsey says the flora in the suburbs of Helena is particularly varied. With meadows, the valley, the Missouri water plants not very far away, and the mountains, Helena has the vegetation of several climates.

Speaking of literary people, Helena has an author whose book has obtained enviable notice from no less a pen than that of the Grand Old Man. Gladstone wrote an extended notice of Mrs. S. M. Smedes' "Diary of a Southern Planter" in the leading critical weekly of London, sent her a personal letter of congratulation, and ordered several copies, I believe.

As to schools, Helena is fortunate. Her public schools are good and teachers of the best, for the lowest salary paid is \$75 a month, and on to \$125, and "school keeps" but nine months in the year. The High School has sixty-four pupils, among them very few boys. The Helena money-making spirit seizes them and they're more apt to take a course in one of the business colleges. The system embraces



HON. THOS. H. CARTER, REPRESENTATIVE IN CONGRESS FROM MONTANA.

some church upon completion. In the pastor of the Congregational Church, the Rev. F. D. Kelsey, one not only sees a successful minister, the right man in the right place, but a man of broad culture, and one of the noted botanists of the country. He has been invited to address the alumni of Marietta, Ohio, college next commencement, an honor extended to an alumnus for distinction gained in some special line of research. For more than ten years Mr. Kelsey has



HELENA.—THE POWER BLOCK.

music and drawing in all the schools by special teachers and next year stenography and a short business course will probably be introduced into the High School curriculum when the new building is entered. There is good opportunity for the study of geology around Helena and the school already has quite a cabinet. Botany is another popular study, with Mr.

Kelsey to blow in upon the school every now and then, as he does to the scholars' great delight. The school owns two fine microscopes brought directly from London for it. Mrs. M. S. Cummins is just the woman one likes to see at the head of a growing school like that. She is the wife of a prominent real estate man whom ill health drove to the land of

health and wealth. One can hardly realize that the first school started in Montana was begun in 1862—St. Ignatius mission near Ravalli, when he sees such a system, not to speak of the Montana University, about three miles out of Helena and to cost, when the whole building is up, \$200,000, the academies, especially St. Mary's Catholic and that under the

Methodist Episcopalians, and so on. In Helena, too, are a number of private art classes, so that if one is hunting for the wild and woolly West, he'd better move on with the sun. For several years Miss Helen Clark was superintendent of Helena's public schools. Her father was Gen. Clark, a brave man and classmate at West Point of Sherman, her mother a full-blooded Indian. Miss Clark is a thoroughly cultivated and highly esteemed lady with considerable dramatic talent. She is at present studying for the stage in New York.

The public library was burned out once but is alive and kicking—for larger quarters to accommodate its several thousand books. There is a good law library and the Y. M. C. A. has quite a good collection of books. Besides, the newspapers are decidedly metropolitan. There are three handsome dailies—the *Independent* and the *Journal*, mornings and the *Herald*, evening.

Another institution, which might well be envied by older states, is the Montana Historical Society, numbering 300, at Helena. The rooms have been presided over by Col. W. F. Wheeler for many years. He is a veteran, fought under Gen. Sanborn, and can tell you Indian horrors all day. Nothing pleases him better than to talk about the society and its belongings. Col. Wheeler is a very clever writer, too, as a scrap book containing his articles upon old times can testify. Here they have about 300 volumes of newspapers, an almost complete pile of all published in Montana since the first one started in 1864. A valuable and interesting collection of the original diaries of many of Montana's pioneers, men who came before gold was known, as early as 1827, is here too. Here Col. Wheeler will show you the mallet which drove the historic spike which was the last driven where the two approaching parts of the great Northern Pacific joined and placed Montana on the highway of the country. There are pictures, too—one of James Fergus, after whom Fergus Falls, Minnesota was named. Another is more curious than artistic, a dismal scene of moonlight and darkness, the "Hangman's Tree," where so many guilty souls in old road agents' times expiated their crimes, dangling from it the stiffened body of a man, and under it a coyote howling at it. What a subject for an artist! Why should not Col. Wheeler's daughter, who is a rapidly advancing artist in Paris, try her hand at it? There is much to be seen in the Historical rooms. One thing that amused me was a weight used in buying, it is needless to say, by a well-known man in Helena whose grocery burned down some time ago. This was found in the ruins. Underneath, it had several holes bored and filled with lead. "Does he do business in that way now?" enquired I. "Oh no," answered the Colonel with a quizzical smile, "he's rich now—and honest."

The United States Assay Office is at Helena and is very interesting to visit, especially if you do so under the escort of Mr. Spruille Braden or Mr. Meyendorff. The latter has turned author, too, he tells me, and will soon bring out his autobiography, which should be interesting; his life is. A Polish nobleman is Meyendorff, banished to Siberia by the paternal government of Russia—but his book will speak of all this. At the assay office is a balance which will weigh 1-1000 of an ounce, a hair, the difference in weight between two bits of paper exactly



MOUNT HELENA.

the same size one written upon, the other blank. It is a curious scale whose perfection is gained by the sliding of a knife-like blade upon a highly polished bar of agate. Another interesting thing is an ollstone upon which the testers rub a piece of gold. A trained eye can discern in a moment the difference in color of a mark made by a piece of pure gold, that is, 1000 fine, and one of even slightly inferior quality.

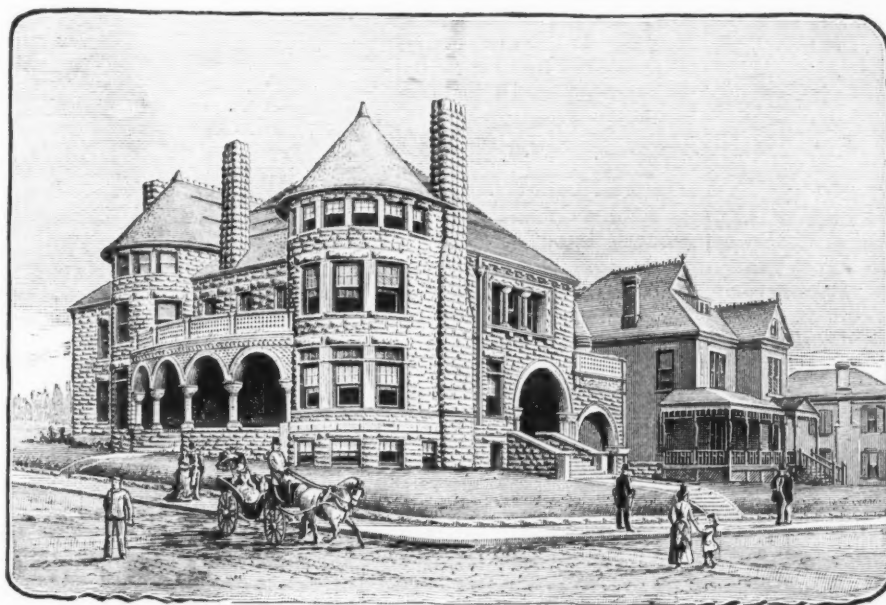
In clubs, Helena is quite Eastern. Her Athletic Club, recently organized, is to have fine grounds and a good building, and the Montana Club has quite outgrown its present spacious quarters, now that it

numbers 200. The rooms are very handsomely fitted up and hung with a number of Dr. Carpenter's collection of rare old prints. There, too, I think, must be the father of all chairs. It is the biggest one I ever saw. The card room is altogether too pleasant, I should judge, and the pictures in it are appropriate.

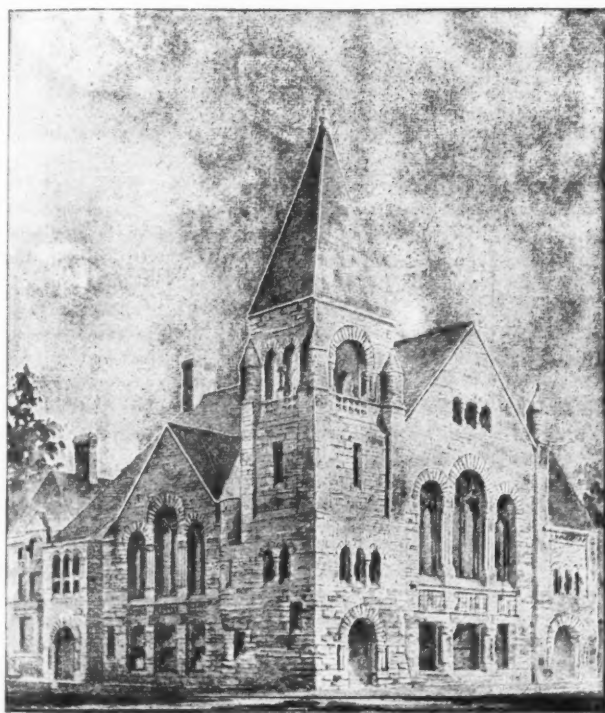
Another noticeable thing which every stranger in Helena remarks, is the number of fine teams one sees upon the streets. Among those who take much pleasure in their beautiful horses one might mention Dr. C. K. Cole, S. C. Ashby, Dr. Kellogg, Hon. A. J. Seligman, Hon. Wm. Muth, Jas. Porter, Col.



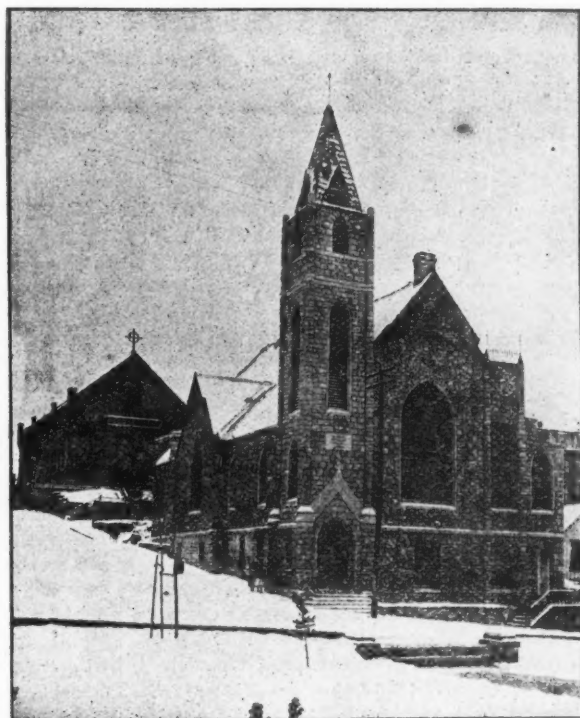
HELENA.—RESIDENCE OF HON. WILBUR F. SANDERS.



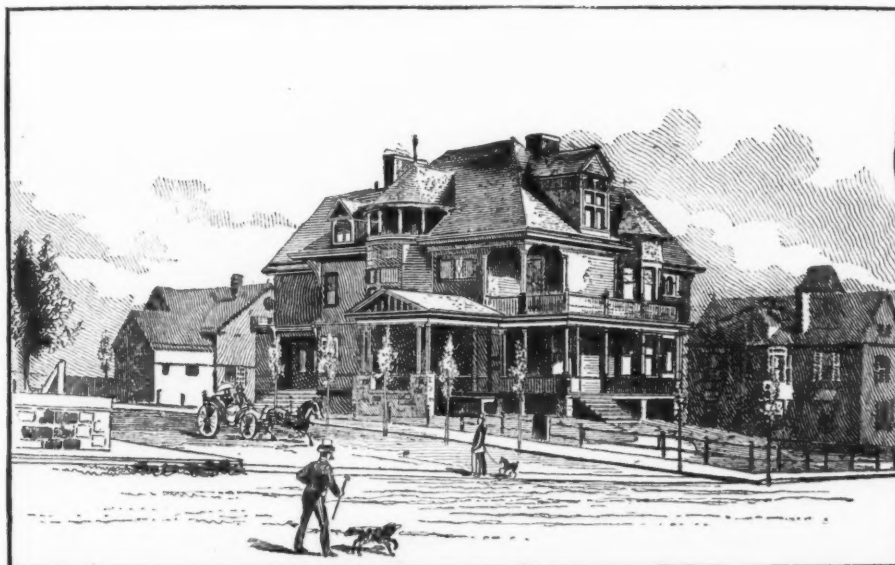
HELENA.—RESIDENCE OF HON. THOS. C. POWER.



ST. PAUL'S M. E. CHURCH, HELENA.



FIRST PRESBYTERIAN CHURCH, HELENA.



HELENA.—RESIDENCE OF A. J. SELIGMAN.

Broadwater, O. R. Allen, D. A. G. Flowerree, M. E. Downes, J. F. Murphy, Thos. Cruse, Hon. S. T. Hauser, H. W. Child, W. C. Child, and Hon. J. H. Kleinschmidt. The latter, by the way besides the greatest collection of nuggets and gold crystals in the world, possesses a fascinating and valuable memento made by the noted desperado, Henry Edmondson, in his dungeon cell. One of his companions, John Murphy, was the last man lynched by the vigilants; another, the leader, walks Helena's streets every day. You all know him. 1,800 horses stolen was

400 feet entirely alone. He struck it rich and sold out for a great sum, married a young lady of good family and now lives but for the baby she bequeathed him. That baby has two nurses, one of which is by its side every minute, night and day.

But how I ramble on! Climb with me up to Mt. Helena, 1,700 and something above sea level, and



L. H. HERSHFIELD, PRESIDENT MERCHANTS NATIONAL BANK OF HELENA.

but a small item in their depredations. Well, this memento is a headstall, reins and whip made of the hair of all the Indian convicts who have had to part with their glory by command of Uncle Sam. It is most beautifully made and ornate with tassels and balls. Every little strand of it wrote Edmondson, is strong enough to hang a man.

Horseback riding is quite an amusement in Helena and some of the ladies ride remarkably well, notably Mrs. Carter, wife of the Congressman, the Misses Flowerree, Davenport, Helen Clark and Miss Shiland, who is well known in musical circles, Mesdames Ed. Knight, Jr., Wm. Wallace, Jr., and Will Flowerree. As for Percy Kennett, Gov. Hauser's stepson, there's nothing "with four legs, one on each corner," that he can't ride.

A character illustrative of Western push and success is Thomas, better known as Tommy Cruse. Not many years ago he hadn't a cent. Well, he located a claim and began to work it himself, digging over



SIBYL HERSHFIELD.



A. J. DAVIDSON, VICE-PRESIDENT MERCHANTS NATIONAL BANK OF HELENA.

take a last look at the city she guards. The Prickly Pear Valley, so called because of its myriads of small sharp-spined cacti, reaches out fair and fertile for miles. In the distance one sees the curious conical monument-like mountain which rises straight upward for over half a mile there in the distance. It marks the site of the conquering Missouri's successful

break through the mountains. Below us lies the city with all its bustle and hurry and work; just a little further is the city of the dead where there is no striving, no time, nothing but waiting and peace. Round all, "the hills rock-ribbed and ancient as the sun, the vales stretching in pensive quietness between." It is a soul-stirring view and will pay you for a toilsome climb. Now the mountains are green as emeralds and gay with flowers; when I saw them first they were more beautiful, to my thinking, lying like great wrinkled elephants in greyish brown. 'Tis a last fair view of Helena. A. O. H.

MONTANA'S GOVERNOR AND RESIDENT EX-GOVERNORS.

Joseph K. Toole, first Governor of the State of Montana, is a Helena lawyer, born in Missouri in 1851 and has been a Montana man since 1869. He represented the Territory as Delegate in Congress for two terms and before he was sent to Washington had held a number of important official positions. He is a man of marked ability and pleasing manners.

Ex-Governor Samuel T. Hauser is an excellent type of the successful Montanian. Born in Missouri in 1834 he came to Montana as a young man before the Territory was set off from Idaho, and worked in the newly discovered placer

diggings. It is said that his first claim was up on a hill-side some distance from water and that he and his two partners made a fair division of the labor in this manner—one dug the dirt and shoveled it on a bull's hide, Hauser hauled the loaded hide down to the water and the third man did the washing. The Ex-Governor is president of the First National Bank, president of the Smelting and Reduction Works and is largely interested in mining, railroads and other important enterprises. He is a man of strong character and of remarkable boldness and sagacity in business affairs and he has done a great work in aiding in the development of his State.

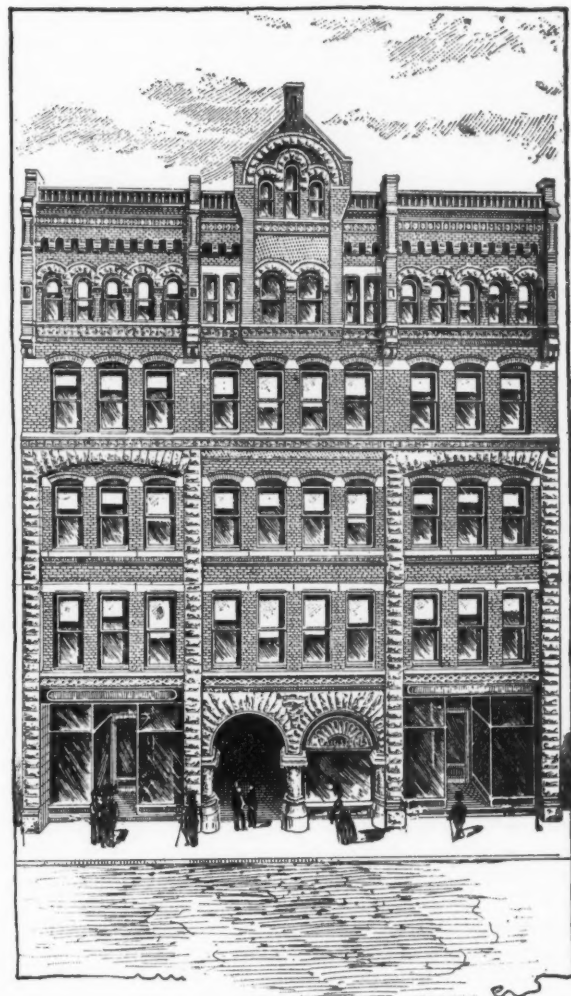
Ex-Governor Preston H. Leslie is a Kentuckian and was appointed from that State as Territorial



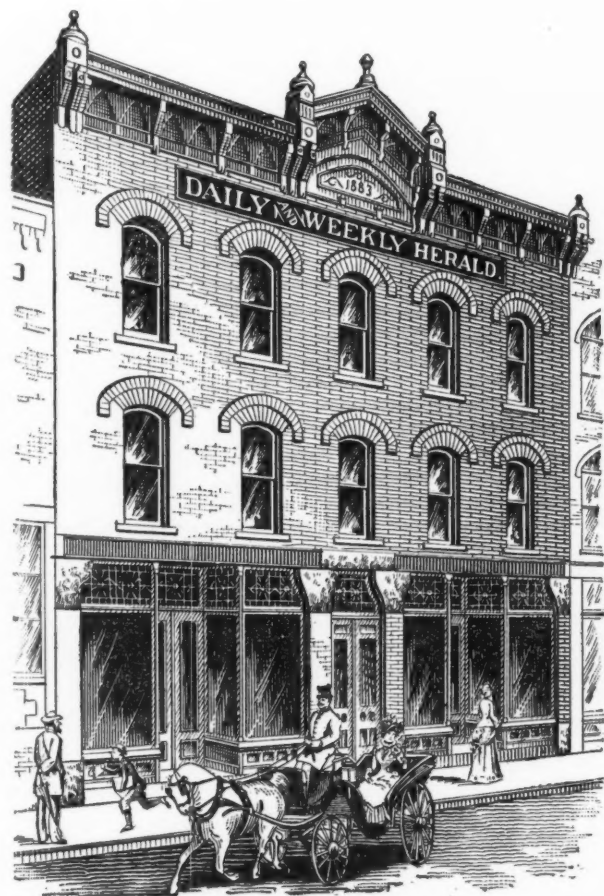
AARON HERSHFIELD, CASHIER MERCHANTS NATIONAL BANK OF HELENA.



HELENA.—HORSKY BLOCK—HELENA BUSINESS COLLEGE.



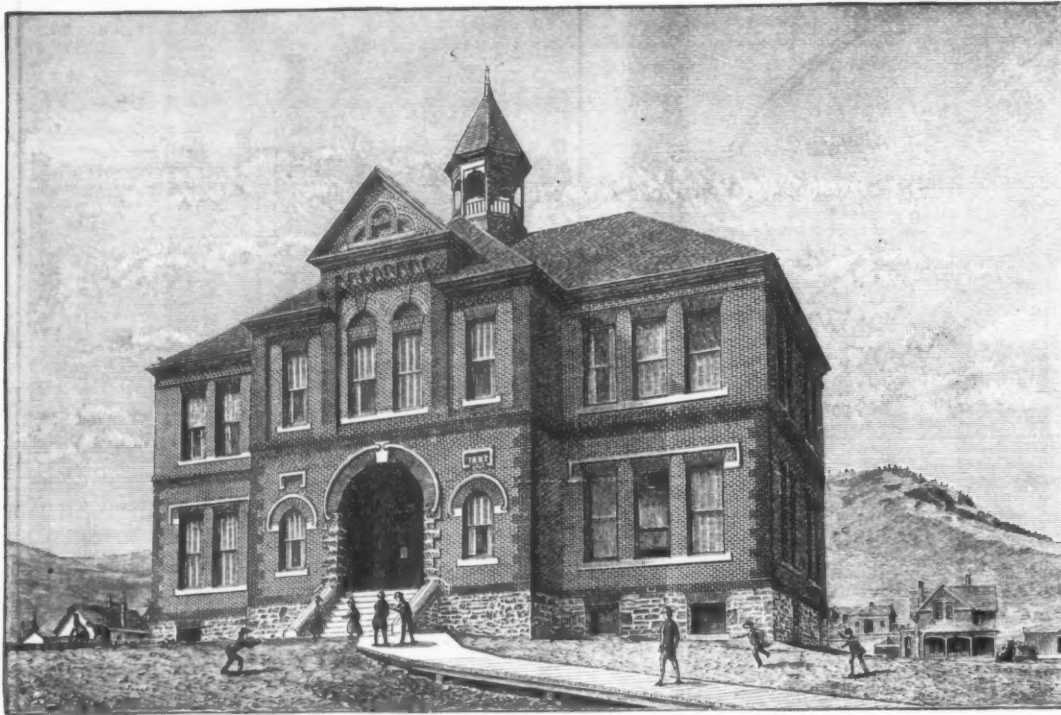
HELENA.—THE BAILEY BLOCK.



HELENA.—THE HERALD BUILDING.



HELENA.—THE GOLD BLOCK—MONTANA BUSINESS COLLEGE.



HELENA.—THE WEST SIDE SCHOOL BUILDING.

Governor of Montana by President Cleveland. At the expiration of his term he determined to make Helena his permanent home and engaged in his profession of the law.

Ex-Governor B. Platt Carpenter was a prominent New York politician when President Arthur sent him out to Montana as Governor. He is now actively engaged in law practice.

MONTANA'S DELEGATION AT WASHINGTON.

Col. Wilbur F. Sanders, U. S. Senator from Mon-

tana, was born in Western New York served in the civil war in the Ohio regiment of which Gen. Garfield was the first colonel, joined the early gold-seeking migration to Montana and at once took a leading part in the public affairs of the new community. He was active and courageous in the efforts of the Vigilance Committee to rid the Territory of murderous highwaymen and as a lawyer and a political orator his fame soon spread throughout the West. His election to the Senate was a natural sequence to his long service as the recognized leader of his party. He is a brilliant conversationalist and

an excellent raconteur, and his Helena home is the center of a refined hospitality.

U. S. Senator T. C. Power has been engaged in heavy mercantile transactions and in the running of steamboats on the Missouri River from the earliest times in Montana. Before the era of railroads in the Far West his steamboats from St. Louis to Fort Benton afforded the only route to the gold fields of Montana except the long and dangerous journey across the plains by wagon. Since the railroad reached Bismarck that town has been the point of departure for the boats. Senator Power has extensive mercantile houses at both Fort Benton and Helena and has large interests in other business enterprises.

Hon. Thomas H. Carter, first Representative in Congress from the State, was a Delegate from the Territory one term before the admission of Montana. He was born in Ohio and practiced law in Iowa before coming to Montana in 1882. He has already made a reputation in the House as an able debater and a vigilant guardian of the interests of his constituents and at home his firm has an extensive law business.

MONTANA JUDGES.

The Supreme Bench of Montana is an exceptionally young body of men. Two of the judges are not yet thirty-six years of age. It is seldom that young men attain such positions even in the West and almost never in the older settled parts of the country. The Chief Justice, Henry N. Blake, was born in Boston in 1838 and graduated from Harvard University, with the degree of L. L. B., when but twenty years of age. He served in the Union army from 1861 to 1864 and came to Montana in 1866. He practiced law almost steadily since he came to Montana and during his twenty-four years residence in the Territory has filled many positions of honor and trust both in her legislative halls and on the bench. In October, 1889, he was elected Chief Justice of the supreme court for the new State.

Edgar N. Harwood, first Associate Justice, was born at Elliptottsville, Cattaraugus County, New York, in 1854, and is consequently less than thirty-six years of age. While very young his parents moved to Eastern Illinois and later to Hannibal, Missouri. He studied law in the office of his brother at Hannibal. In 1882 he came to Montana and located in Yellowstone County. He was elected to the Territorial Legislature in 1886. It was here he made his reputation as a lawyer of marked ability and the result was his election to the Supreme Bench on the formation of the new State.

William H. DeWitt, the junior Associate Justice, was born in 1854 and came to Montana in 1879. He graduated from Hamilton College in 1875 and the Columbia Law School in 1878. Since he arrived in Montana he has resided at Butte where he practiced law till last fall when he was elected to the Supreme Bench. In March, 1883, he was appointed by President Arthur United States District Attorney, a position he held till 1885 when he resigned. He was elected District Attorney of Silver Bow County in November, 1886, re-elected to the same office in 1888 and was still holding that position when he was chosen to fill the office of Associate Justice at the new State election in the fall of 1889.

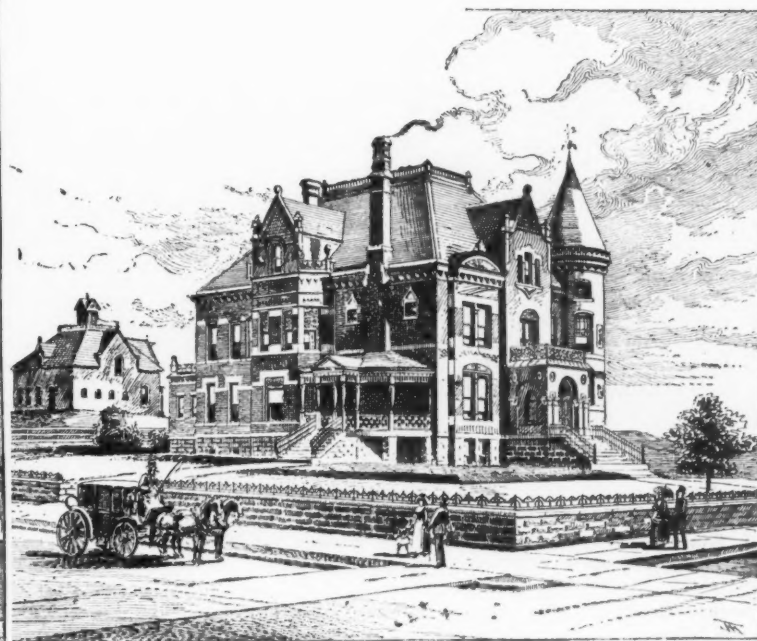
Judge Hiram Knowles, the present United States District Judge for the District of Montana, came to the Territory in 1866 and in 1868 was appointed Supreme Judge of the Territory. The basis of his legal training was acquired in the office of Associate Justice Miller of the United States Supreme Court, at Keokuk, Iowa, at which place he was admitted to the bar in 1869 and afterward graduated from the Cambridge Law School in 1860. His appointment



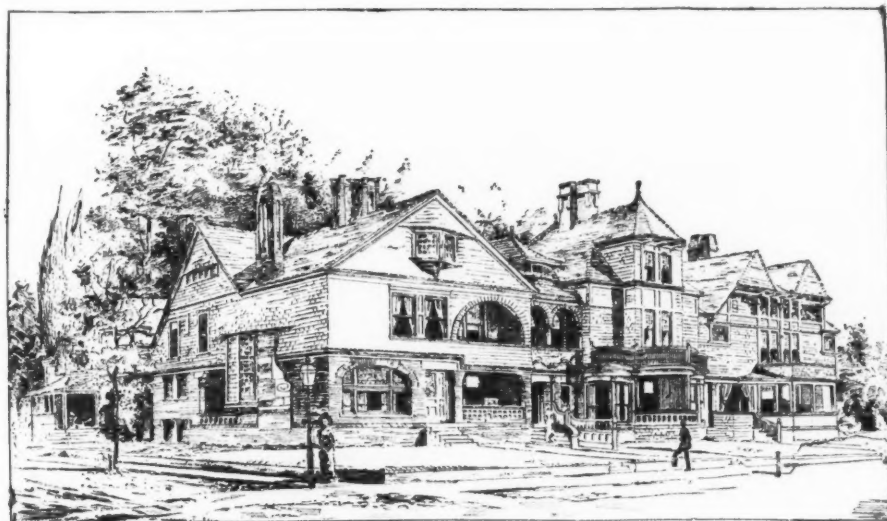
ST. VINCENT'S ACADEMY, HELENA.



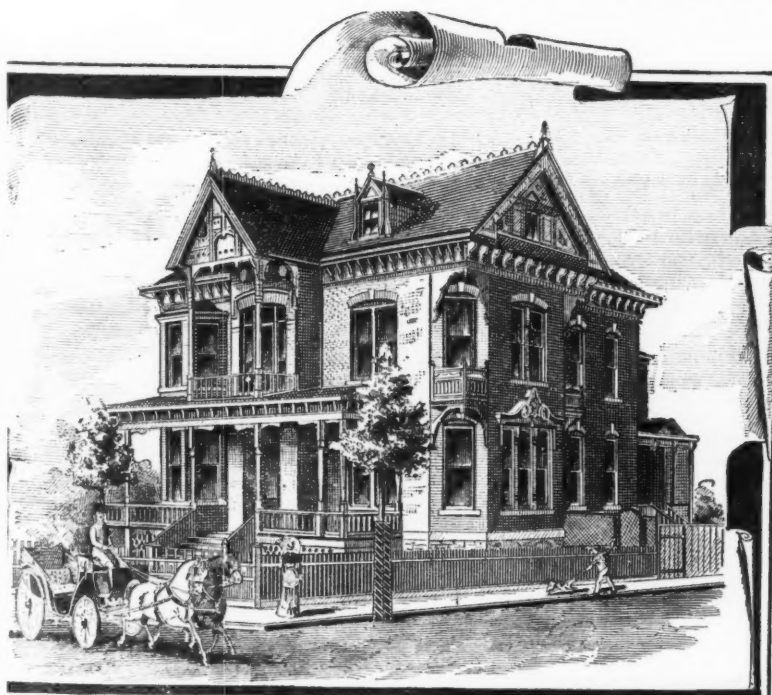
RESIDENCE OF EX-GOV. S. T. HAUSER, HELENA.



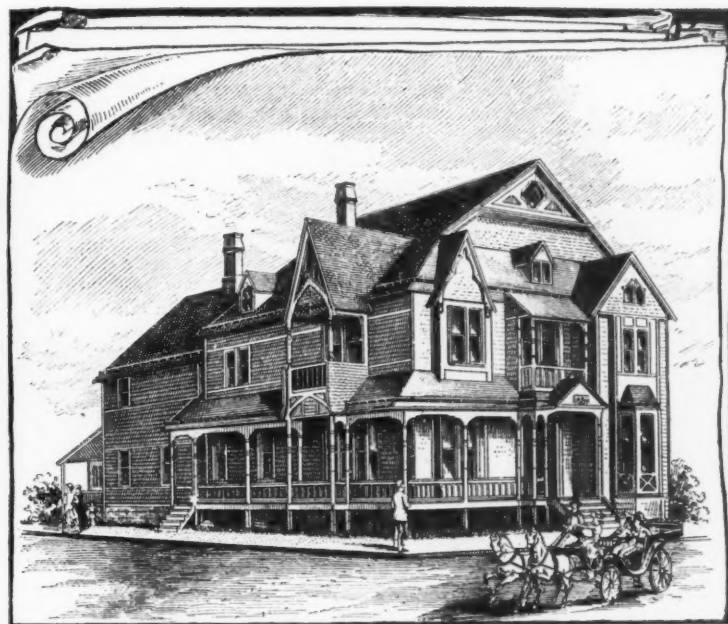
RESIDENCE OF HON. SAMUEL WORD, HELENA.



HELENA.—THE ORO FINO TERRACE.



RESIDENCE OF HON. W. E. CULLEN, HELENA.



RESIDENCE OF PROF. P. D. BARNHART.



HON. EDGAR N. HARWOOD, ASSOCIATE JUSTICE
SUPREME COURT OF MONTANA.

to the present position by President Harrison last February was regarded by the legal fraternity of Montana as a fitting tribute to a worthy and capable lawyer.

William H. Hunt, who occupies the position of judge of the First judicial district of Montana, was born in New Orleans in November, 1857. His father was Secretary of War in Garfield's Cabinet. Judge Hunt received his early education at Hopkins Grammar School and afterward graduated from Yale College. After studying law in his father's office he went to Fargo, Dakota in 1878 and a year later to Fort Benton, Montana. Though reared in a climate and among surroundings totally different from what he found in the West the young man's law practice and popularity grew rapidly and in 1881 he was appointed Collector of Customs for Montana and Idaho by President Garfield. In the constitutional convention of 1884 he was chairman of Judiciary Committee and in the same year was elected District Attorney of the Third district and Attorney General of the Territory. He served two years as Attorney General and moved to Helena in 1886. In 1888 he was elected to the last Territorial Legislature in which he was chairman of the Judiciary Committee. He was elected to his present position in 1889.

HELENA NOTES AND NOTABLES.

The Hershfield brothers, of the Merchants' National Bank, have long been among the foremost business men in Helena. Their bank is

the successor of the old banking firm of L. H. Hershfield & Co., and was organized in 1882. L. H. Hershfield is president, A. J. Davidson vice-president and Aaron Hershfield cashier. The capital stock is \$350,000 and a recent statement shows the deposits to be \$1,536,000, the surplus and profits \$75,000 and the aggregate resources over \$2,000,000. The new bank building, erected last year is one of the finest edifices of its class in the Northwest. We publish portraits of the brothers Hershfield and of A. J. Davidson and the picture of Sibyl, the charming little daughter of L. H. Hershfield will be found a pleasing contrast to the long array of dignified masculine faces which adorn this number of the magazine.

In the First National Bank, the pioneer of the national banking system in Montana, will be found three men of exceptional prominence in Helena affairs—the president Ex-Governor Samuel T. Hauser, the cashier, E. W. Knight and the assistant cashier, T. H. Kleinschmidt. These gentlemen have all held important public positions and they have built up the greatest banking institution in the State. The First National has deposits to the enormous amount of \$3,167,000, with a capital of \$500,000, a surplus fund of \$100,000 and undivided profits, according to a recent statement of \$477,928. Its total resources aggregate \$5,000,000.

Another important bank is the Montana National, of which C. A. Broadwater is president, L. G. Phelps vice-president and cashier and S. E. Atkinson assistant cashier. This bank has \$1,500,000 of deposits, with a capital stock



HON. WM. H. DE WITT, ASSOCIATE JUSTICE SUPREME
COURT OF MONTANA.



HON. HENRY N. BLAKE, CHIEF JUSTICE SUPREME COURT OF
MONTANA.

of \$500,000 a surplus fund of \$75,000 and total resources of over \$2,000,000.

The Second National is a young and growing bank, with a capital of \$75,000 and a surplus and undivided profit account of \$30,000. E. D. Edgerton is president, C. K. Cole vice-president and Geo. B. Child cashier.

Prof. P. D. Barnhart has been widely known as a teacher of mineralogy and metallurgy for many years. His travels have taken him into pretty nearly every mining region of the United States and his knowledge of its mineral resources is simply a fortune in itself. He came to Helena last September to inspect some mining property for parties here and has since decided that Montana's future as a mineral field is of sufficient importance to put it far in the lead of any of the mineral producing States of the Union. Prof. Barnhart is considered one of the best mineral experts in Montana.

The Montana club comprises a membership of over 200 from among the representative men of Helena and also an outside membership from several towns throughout the State. It was organized in the Spring of 1885 with A. J. Davidson president, a position that he held till January, 1889, when Judge Hunt was elected to fill his place. Not a little of the success of the club is due to Mr. Davidson, for, in this as in the other business enterprises he has undertaken, he has brought to bear that sound judgment and business sagacity that has made him one of the most successful men in Montana, not only as a business man, but socially as well, for everyone knows A. J. Davidson and everyone likes him. The club rooms occupy the entire fourth floor of the Gold Block

and are fitted up in regal style, a library that contains a well assorted collection of entertaining books together with all the best daily newspapers and periodicals published being among the most attractive features. On the walls of the reading and sitting rooms are hung costly and elegant pictures and some rare pieces of statuary and bric-a-brac add greatly to the general effect. Mr. Harry H. Davis has held the position of secretary for three years and is very popular not only among the club men but also those whose good fortune it is to have the privileges of the club extended them while visiting Helena. A new club house is to be built as soon as a suitable location can be decided upon.

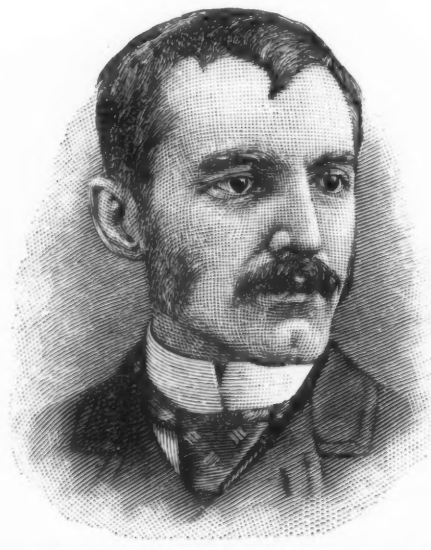
St. Vincent's Academy was established in Helena as far back as 1880 and is under the care of the Sisters of Charity. The building, a sketch of which appears in this issue, occupies a commanding view of the city and is surrounded by beautiful grounds that add greatly to the attractiveness of the location. The new Academy is large and commodious and nothing that would add to the health and comfort of the pupils has been omitted. The building is of red pressed brick with white stone trimmings and was built two years ago at a cost of \$45,000. The plan of instruction carried out embraces a thorough moral and intellectual training of the pupil's minds. The enrollment for the present year is 150 and the school is becoming more popular each year.

HELENA NEWSPAPERS.

The oldest paper is the Evening Herald, owned by the three Fisk brothers and edited



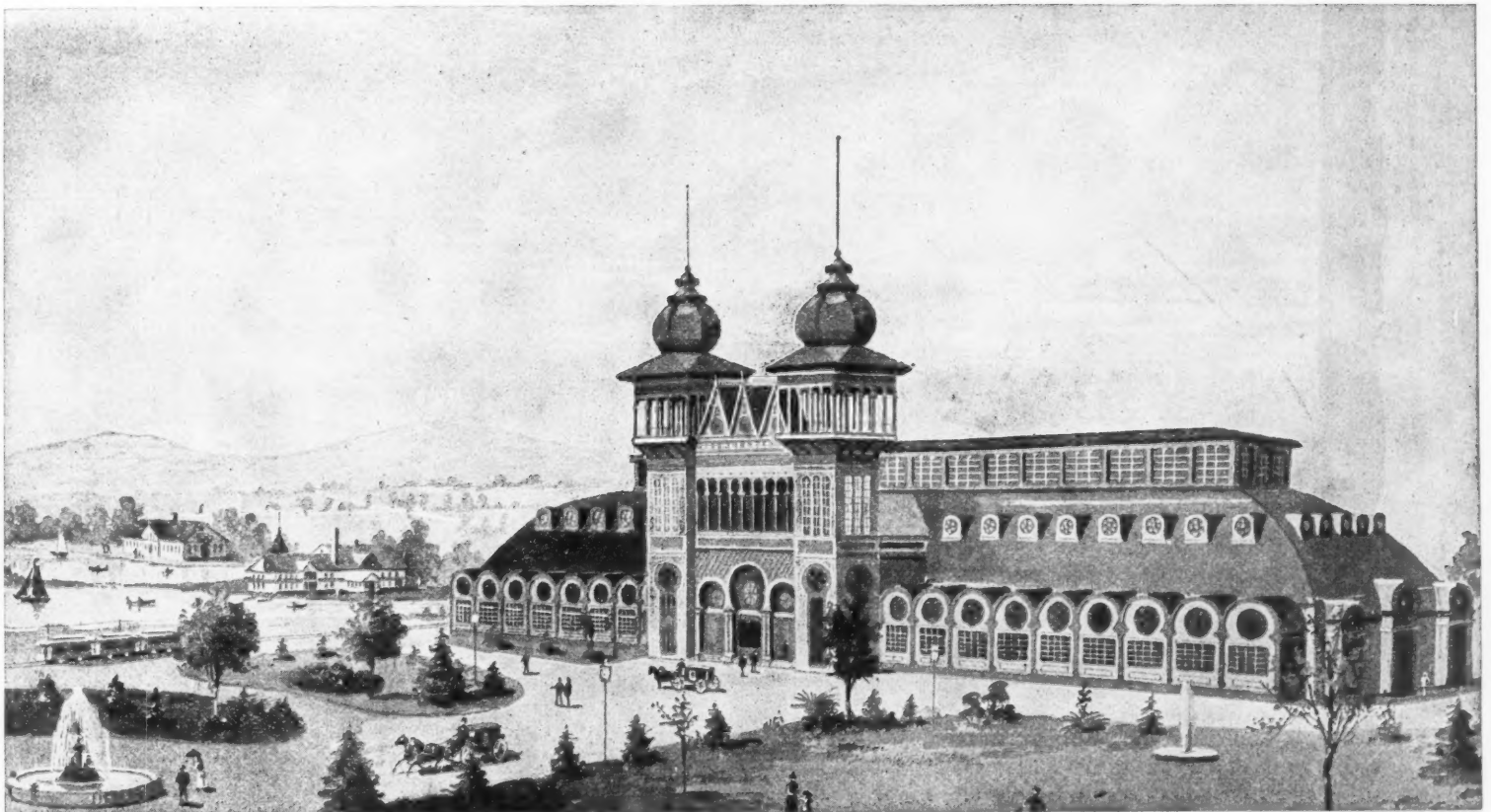
HON. HIRAM KNOWLES, JUDGE OF THE U. S. DISTRICT
COURT FOR MONTANA.



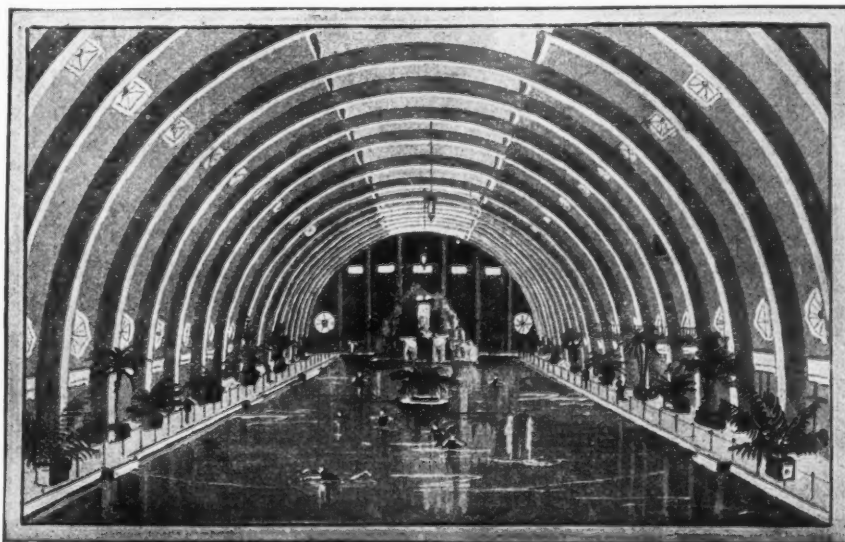
HON. WM. H. HUNT, JUDGE FIRST JUDICIAL DISTRICT
OF MONTANA.



THE BROADWATER HOTEL, HELENA HOT SPRINGS.



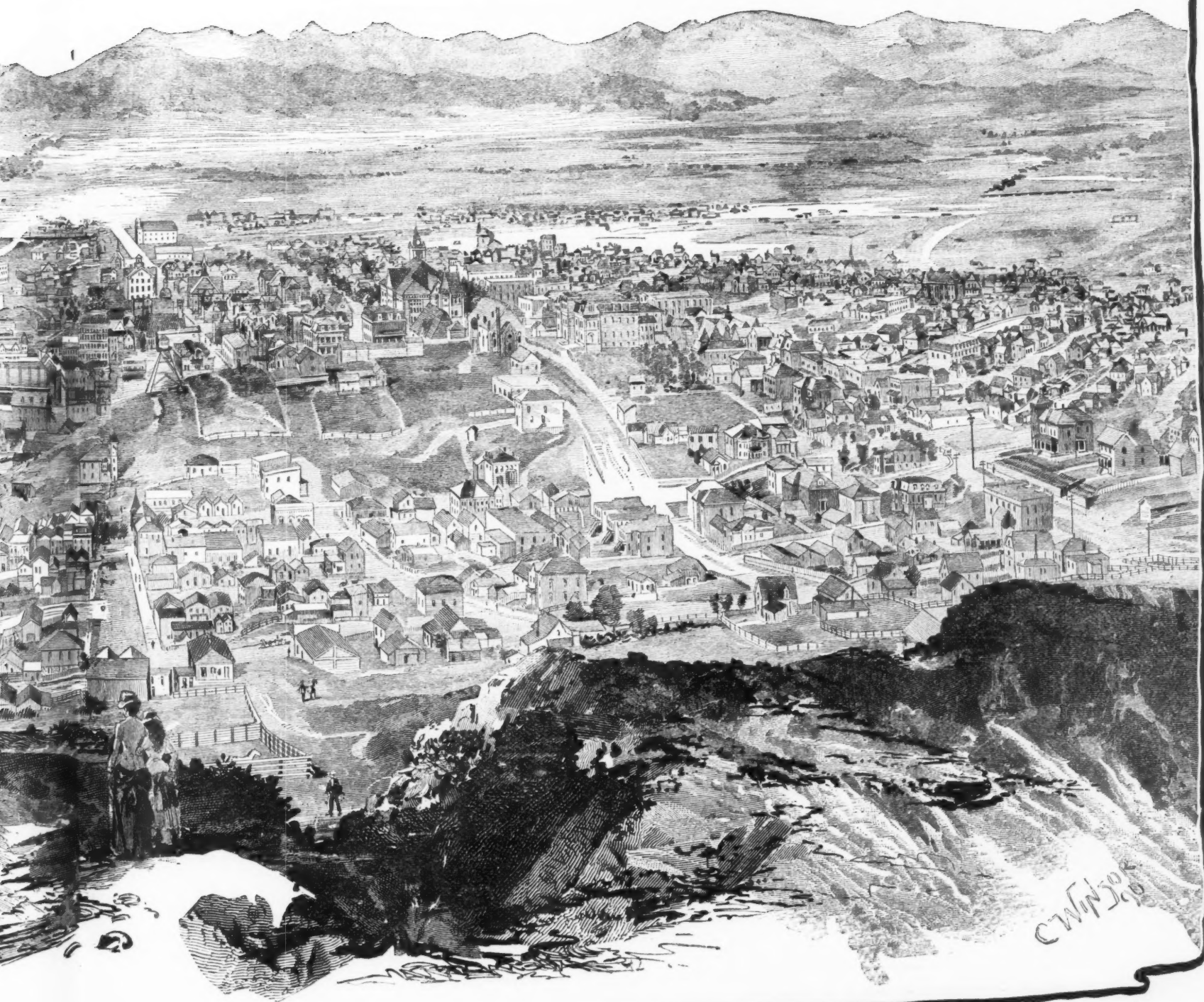
BROADWATER HOTEL NATATORIUM.



INTERIOR OF BROADWATER HOTEL NATATORIUM.



GENERAL VIEW OF HELENA, MONTANA



HELENA, MONTANA.—[FROM A SKETCH BY C. D. WINSOR.]



HELENA.—RESIDENCE OF MRS. B. C. BROOKE.

by R. E. Fisk and Judge Hedges. It dates back to the earliest mining days in Last Chance Gulch, when it was started as a weekly at ten dollars a year in gold annual subscription price. It has more than once enlarged its size and reduced its price and has always been a money-earning concern and an influential one.

The *Independent* is a Democratic morning paper, long established, backed by large capital and ably edited by

Mr. Lyman, who before coming to Montana was for many years the Washington correspondent of the New York Sun. He is a vigorous political writer and a careful manager.

The *Journal* is the morning Republican daily. Its chief owner is Russell B. Harrison, son of President Harrison, who lived in Montana for several years, first as U. S. Assayer, and afterwards as a cattle raiser. The business

manager is Geo. E. Boos. The *Journal* is an enterprising well-printed sheet and besides the daily there is issued from its office a sixteen page *Montana Stock Journal*, which is the largest and best paper of its class in the entire West.

HELENA HOTELS.

"The Helena" is the leading hotel in the city. It was opened last winter and is thoroughly modern and Eastern in its appointments and strictly first class in its table and its service. The building is not large and no effort has been made to make a showy and expensive exterior, but the interior surprises even veteran travelers by the liberality and taste of its fittings and furniture. The hotel stands on the slope of the hill a little south of Main Street and its eastern windows command an extensive view of the Belt Mountains, the famous Bear's Tooth peak and the Prickly Pear Valley. The owners are Dr. C. K. Cole, Henry N. Willey and L. A. Walker.

The Broadwater, four miles from the center of the city and reached by both electric and steam motor railways, ranks with the most attractive watering-place resorts in the country. It is Col. Broadwater's hobby and he has spent money upon it without a thought of getting back the interest on the capital invested, moved by public spirit and an ambition to have the best thing of the kind that money would buy. The great swimming-bath, called the Natatorium is a lofty and picturesque structure of Moorish architecture, covering with its huge vaulted roof a bathing pool 300 feet long and 100 feet wide, at one end of which is a twin water-fall, pouring over great granite rocks—one cascade being of natural hot mineral water and the other of pure cold water. The two falls mingle their waters to produce a temperature in the enormous bath of an agreeable warmth. At one end of the pool where divers leap from spring boards or slide down inclined planes the water is fifteen feet deep. The bottom slopes up gradually, and at the other end the depth is not too great for young children to bathe with safety. People bathe in suits like those worn at the sea shore. The Natatorium is making swimmers of all the young folks of Helena, and the handsomely furnished hotel close at hand is attracting tourists and invalids from all parts of the country.

Helena has a number of excellent hotels of the second class. The Grand Central and the Cosmopolitan are the best known to the travelling public.

THE WORKS OF THE HELENA AND LIVINGSTON SMELTING AND REDUCTION COMPANY.

The position of Helena as a railroad center and its numerous railroad lines radiating to all the producing mining districts of Montana make it a favorable point for the reduction and smelting of ores. The Helena and Livingston Company, organized about two years ago have built at a point about five miles east of Helena one of the largest and best equipped plants in the world. A village known as East Helena, has already grown up about these works. The location is on the main lines of both the Northern Pacific and Great Northern railroads and also at the junction of the Wickes and Boulder branch of the Northern Pacific. The works combine all the most recent improvements for handling and smelting ores. The officers of the company are: S. T. Hauser, president; J. F. Murphy, vice-president; A. J. Seligman, treasurer; O. R. Allen, secretary and manager; A. Raht, superintendent and metallurgist.

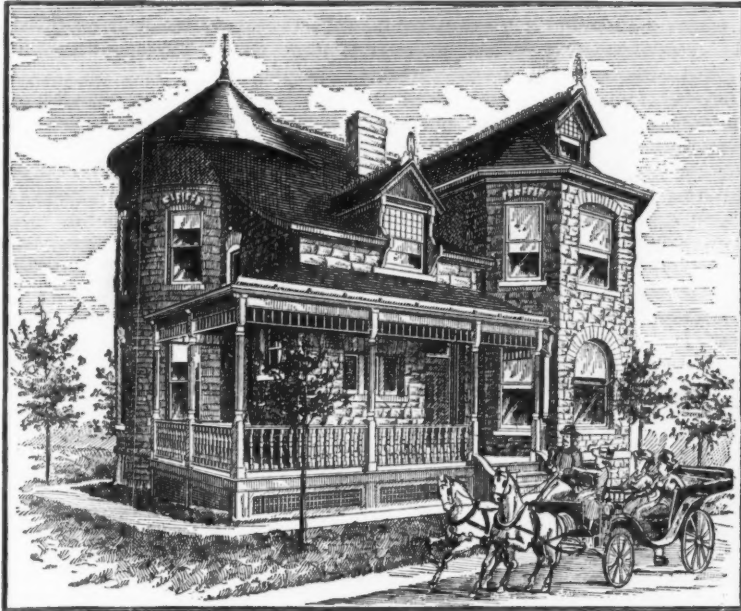
The works consist of a large furnace building, built of wood and covered with corrugated iron, 120x60 feet in size, and two stories high. The first floor, or furnace floor, is entirely covered with cast-iron plates in order to withstand the rough usage it is subjected to in the hauling of slag pots over it and in the hauling of the bullion. Upon this floor are erected the four large blast furnaces, each with a capacity of sixty to seventy tons of ore per day. These furnaces are the most modern type of smelting furnaces known. The second floor of the furnace building is used as a feed floor for the furnaces, the ore and fluxes being raised thereto by means of two elevators. Between these two floors, and at the rear of the building, is the dust chamber leading to the stack. The stack is octagonal in shape, its base being twenty-six feet square, while it has a height of 160 feet.

Adjoining the furnace building, and to the south of it, is the blower room, in which are contained the large Root blowers for supplying the blast to the furnaces. The power for the works is supplied by a 250 horse-power Corliss engine. The boiler room contains six boilers thirty-four inches by sixteen feet in size, which furnish steam for the large Corliss engine, also for a sixty horse-power engine at the sampling works, and heating the offices. Adjoining the boiler room is a building containing the Bruckner furnaces—two in number. The roaster building is 324 feet long by seventy-seven feet wide, and contains five reverberatories and three slagging furnaces. These furnaces connect with a flue which leads to an octagonal stack 100 feet in height.

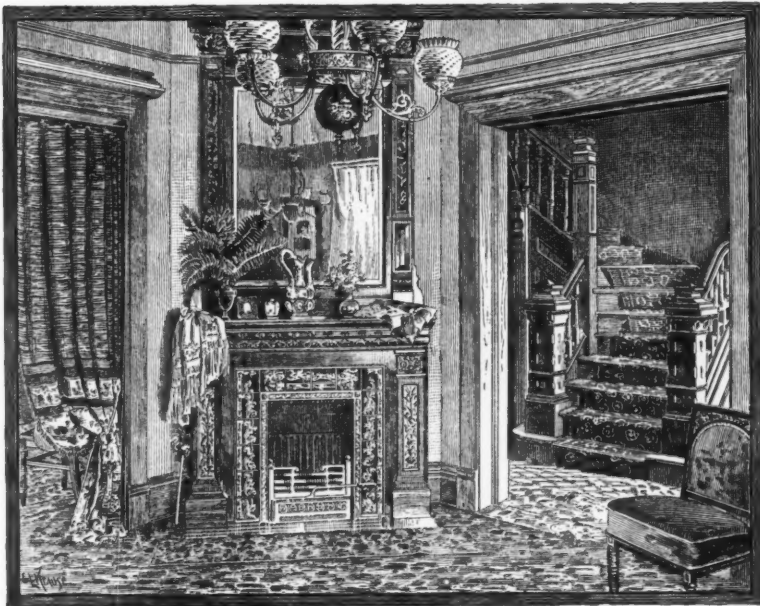
The building in which the sampling is done is 128x60 feet in size. A sixty horse-power Corliss engine furnishes



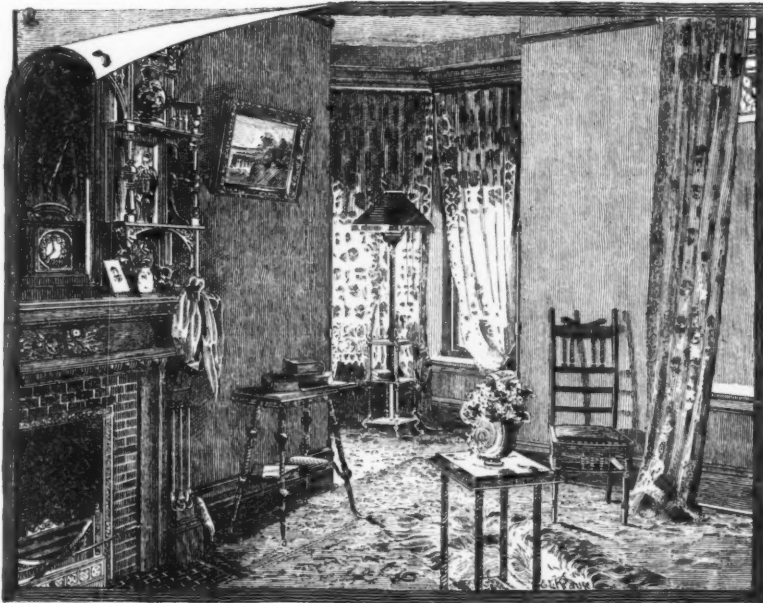
HELENA.—RESIDENCE OF HON. N. W. MCCONNELL.



RESIDENCE OF N. J. M'CONNELL, HELENA.



HELENA.—INTERIOR VIEW IN RESIDENCE OF MRS. B. C. BROOKE.



INTERIOR VIEW IN RESIDENCE OF MRS. B. C. BROOKE, HELENA.

the power for the crushers, rolls and other machinery used in sampling.

The general office and assay office are built of brick and are very conveniently arranged. The general office is 65x36 feet in size, and two stories high. The lower story is used for offices, while the upper story is divided into sleeping rooms for the clerks, assayer and chemist. The assay office is divided into an assay room, chemical room, scale rooms, office and store room. The entire works are lighted by electricity and are supplied with a complete fire system.

PROMINENT HELENA BUSINESS HOUSES.

Herbert Nicholson & Co. (Limited) is a wholesale commission firm that started business in Helena a year ago and that was changed into a stock company May 1, 1890. Their business is largely in the mining regions which are supplied from their Helena warehouse. This building is built of stone, is fire proof and has frost proof cellars and cold storage department. They make a specialty of handling eastern consignments of dairy products for which they have every facility, located as they are on the side tracks of the Northern Pacific Railroad.

Frank S. P. Lindsay, the head of the firm of Lindsay & Company (Limited) is a former resident of St. Paul who went to Helena in 1883. The firm does perhaps the heaviest commission business in their specialty of any in Montana, handling California fruits and Eastern products in large amounts. Their business foots up over \$400,000 per year. Their warehouses are built on the Montana Central tracks and their business extends all over Montana and into Western Dakota and Northern Idaho. They have large capital and are thoroughly enterprising, keeping fully abreast of the times.

The firm of Ketchum, De Noelle & Co., is composed of J. P. Ketchum, R. W. De Noelle and C. E. Getchell and started their sash, door and blind factory in 1885. It is located in the Grand Avenue addition to Helena on a side track of the Northern Pacific. Their office is in the Merchants National Bank building. A sketch of their works appears in this issue. Their capital invested is \$60,000 and during their busy season they employ 150 laborers.

Kessler's brewery and brick yard, a sketch of which appears elsewhere in this issue, is one of the largest manufacturing institutions in Helena. Mr. Kessler has been in Montana since September, 1863, and in Helena since April, 1865. He has over \$350,000 invested in his different manufacturing enterprises and owns a large amount of property in the city. He served in the Legislature from 1878 to 1880 and is counted one of the shrewdest business men in Helena.

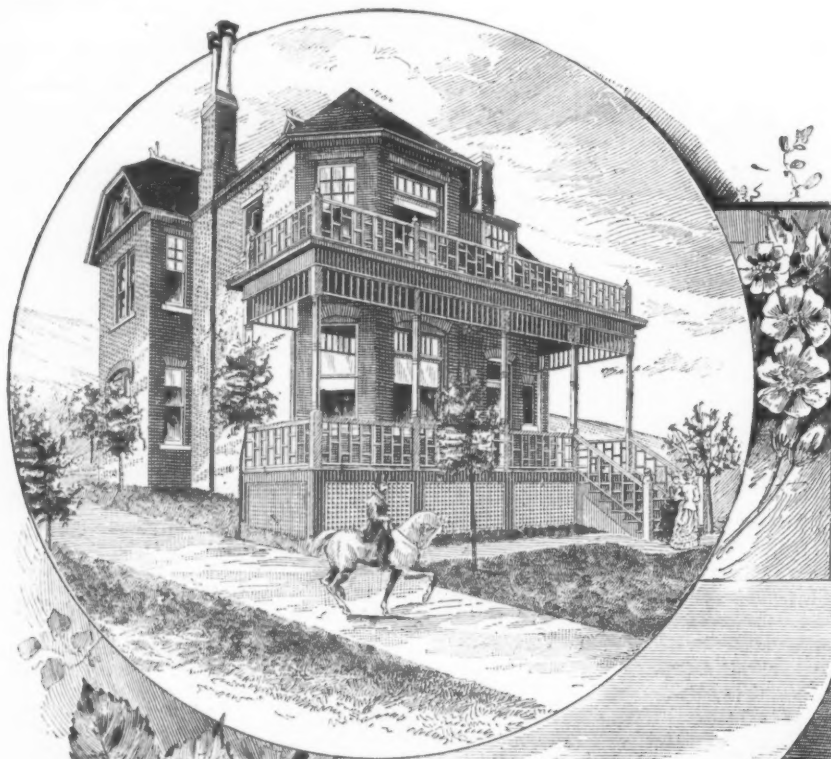
H. M. Parchen has been in business in Helena for twenty-five years and is to-day at the head of the wholesale and retail drug house of H. M. Parchen & Co., besides being interested in several other enterprises in the city, among them the Gas and Electric Light Co. He is also an active member of the Chamber of Commerce, a director in the Smelter Co., and a stockholder in the First National Bank. He owns large real estate interests in Helena and outside towns in Montana and is altogether a very successful business man and a leader in all public enterprises.

The Helena Hardware Co., was started in 1884 under the firm name of Kleinschmidt Bros., and later became the Albert Kleinschmidt Commercial Co., which name was retained till 1875 when it was incorporated under the name of the Helena Hardware Co., and is now located in the Iron Front building on Main Street. They carry the largest stock between St. Paul and Portland and can fill large orders on short notice in anything pertaining to the hardware business, giving special attention to miners supplies and blacksmith's and builder's material.

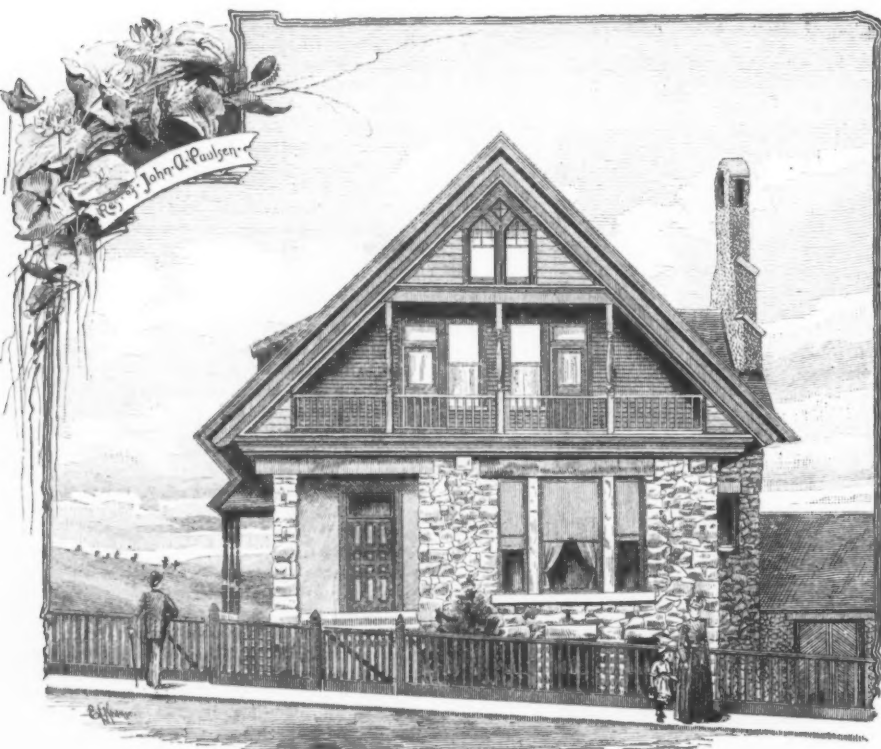
The Helena Business College and Normal Training School of which Prof. H. T. Engelhorn is principal and owner, was established in 1883, being the first business college in the State. Prof. Engelhorn prepared himself especially for business college work and is perhaps the finest penman in the West. He also had several years valuable experience teaching in leading business colleges of the country and consequently his venture in Helena was a success from the start. The several departments include shorthand, typewriting, book keeping and in fact everything necessary to fit a pupil out to take a leading position in any kind of accounting room.

The Montana Business College and Phonographic Institute was organized in October, 1887 by S. A. D. Hahn and G. W. Walters, its present proprietors, and over 500 pupils have received instruction in their classes in the usual studies taught in business colleges, with the exception that theirs is the only school in the Northwest teaching the use of the phonograph. It is to the great credit of the institution that their pupils who have taken a full course of instruction are always able to secure lucrative positions and do their work in such a way as to hold them.

Though located in Helena only three years the firm of Gilchrist Bros. & Edgar has made such progress in business as to place them in the front rank of lumber dealers in the Northwest. Their yards and lower town office are located opposite the Northern Pacific freight depot with a frontage on Lindale Avenue 300 feet, and extending back 400 feet having



HELENA.—1. RESIDENCE OF J. P. PORTER. 2. RESIDENCE OF W. MUTH. 3. RESIDENCE OF JOHN C. PAULSEN.



two side tracks of the Northern Pacific running through them—one for dimensions and one for finishing lumber. Their two-story fire-proof stone mill, located beside the office, is supplied with the finest machinery made for turning out ornamental wood-work of all descriptions. It has one of S. A. Woods Machine Company's planers, which to one familiar with that combination machine means a great deal. This firm makes a specialty of Oregon and Washington cedar and pine finishing lumber and California red wood. The capital invested in the business is \$75,000 and \$138,000 was the volume of business done last year. From present indications the business for 1890 will go above \$225,000. In addition to their lumber business they are the exclusive agents for the Rocky Fork coal, of which they handled \$25,000 worth last year. Outside of Helena their business is principally with the smaller towns throughout the State and through the mining regions. All three of the gentlemen comprising the firm are young men, live and energetic, with plenty of capital and a thorough knowledge of the business they are following.

HELENA REAL ESTATE AND LOAN BUSINESS.

Here as in many other western cities the real estate business is an active and lucrative one and as is the case ninety-nine times out of every one hundred real estate agents are among the leaders in promoting a new enter-

prise or getting in outside money for investment. Helena has her share of energetic and reliable realty dealers and among them THE NORTHWEST MAGAZINE takes pleasure in mentioning the following for the benefit of Eastern people who may be either in search of information or opportunities for investment:

A. J. Steele & Co., Bailey Block.

John S. M. Neill, Merchants National Bank building.

Armitage & Platt, Corner Fifth Avenue and Main Street.

Shepard & Co., Atlas Block.

E. S. French, Merchants National Bank building.

St. Amour & Lambie, Bailey Block.

Witherbee & Wheeler, Gold Block.

Matheson & Co., on Sixth Avenue.

Porter, Muth & Cox, Gold Block.

Many of the real estate firms also do a mining brokerage business but the firm standing pre-eminently in the lead in the mining business is Forbes and Davis, with offices in the Bailey Block. Mr. Forbes is a practical miner and has spent many years in Montana familiarizing himself with its mineral resources. Mr. Davis came to Montana in January, 1888, and after spending some time looking over the situation decided that the mining industry in Montana offered greater advantages than in any other part of the country and located permanently in Helena. Mr. Davis has had a large business experience in different parts of the country and his acquaintance with Eastern capitalists enables him to put more mining property on the market than perhaps any other man in the Northwest. He has sound practical business judgment, is thoroughly reliable and understands to perfection the business he is following.

Another firm whose business in Helena merits special

notice is composed of H. M. and E. N. Brandegee. Both came to Helena from Kansas City a little over a year ago. The elder brother was a successful newspaper editor and owner in New Britain, Conn., before starting West and the younger a graduate from Yale in the class of '86. They do a general real estate and investment business, making a specialty of investments for non residents.

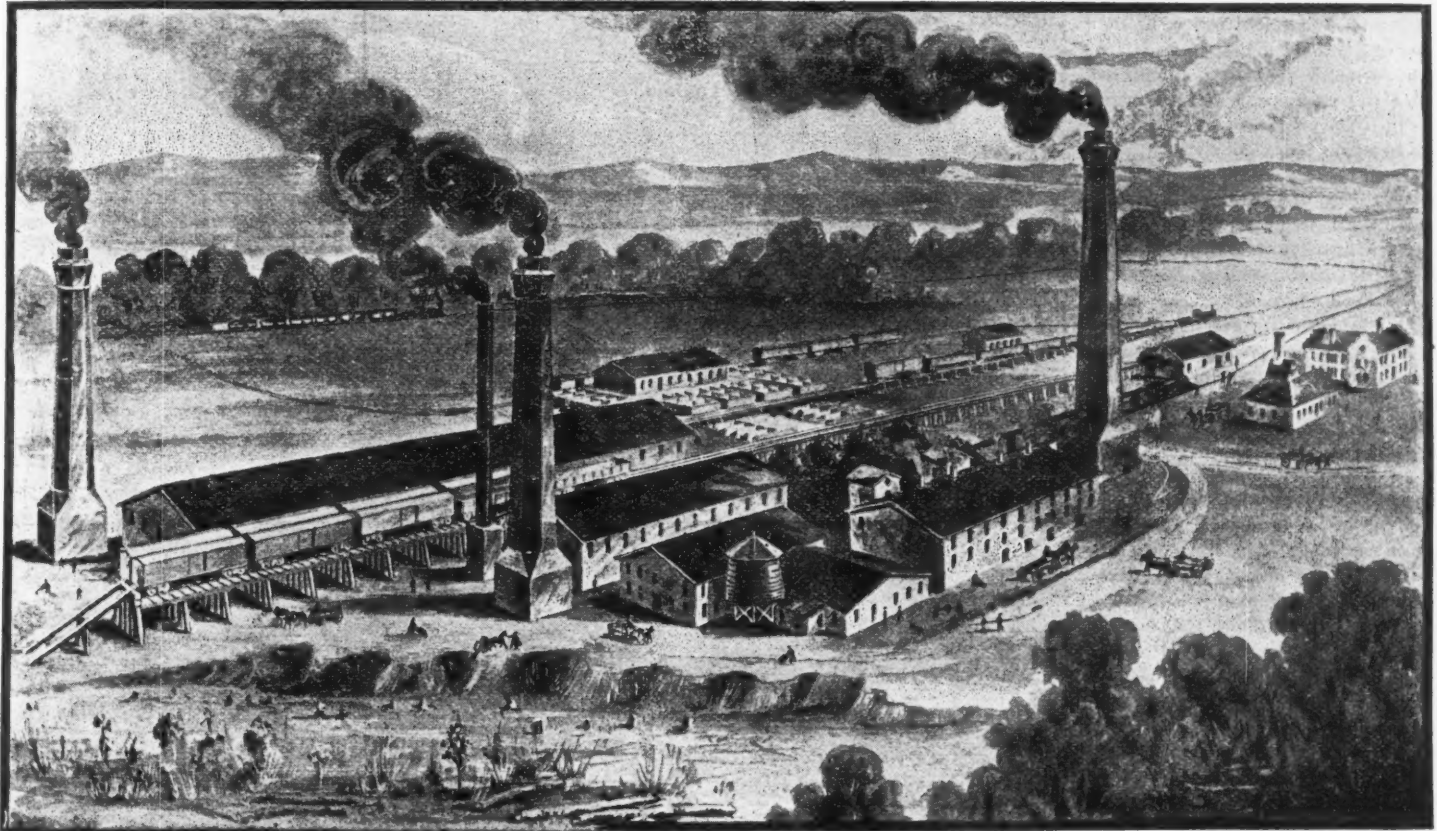
HELENA ARCHITECTS AND BUILDERS.

In a city like Helena, where palatial homes and handsome business blocks abound, one must naturally con-

and Penn blocks, the Broadwater Plunge Bath, St. Vincent's Academy, the Electric Light Works and the Montana National Bank. Among the most attractive residences are those of Mrs. Bickett, A. R. Allen, Hon. Sam'l Word, Gov. Hauser, S. H. Kennett, Senator Sanders, A. G. Clark, Jas. Porter, Col. Broadwater, Jas. Perkins, the Fisk residence and David Morris. The Holter Hardware Company's warehouse, may also be mentioned, to say nothing of a hundred other buildings seen in different parts of the city.

In Great Falls, they built H. W. Child's residence, the buildings of the Great Falls Smelter Company and the

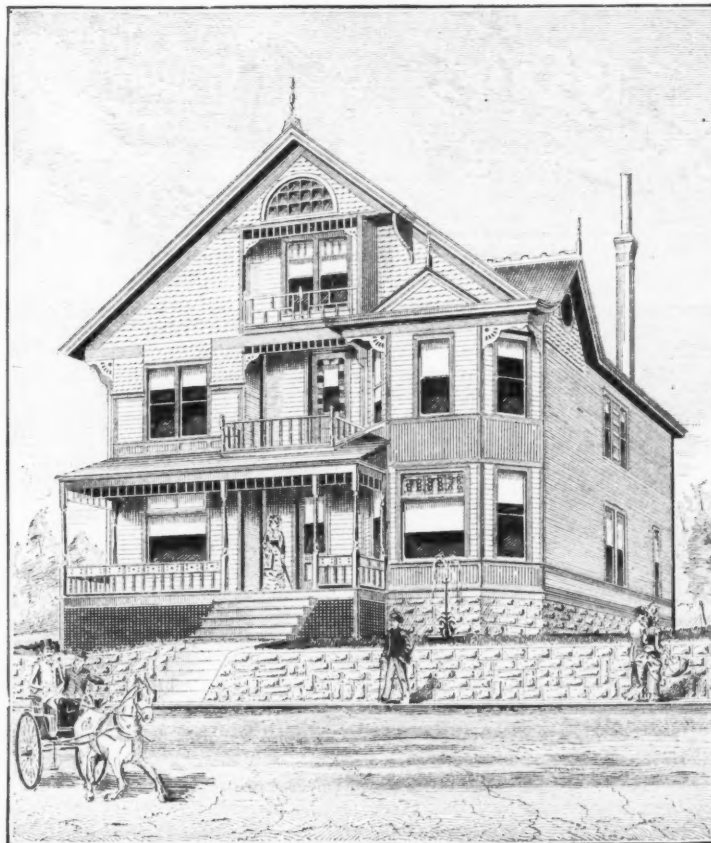
Dunne business block. In Missoula, A. B. Hammond's building, First National Bank, Missoula Mercantile Company's buildings; C. P. Higgins' Western National Bank Wolf & Rymans Bank, Wagner block and the residences of John R. Higgins, W. M. Bickford, John M. Keith, J. B. Parsons, and John Cornish. They also built several business blocks and residences in Butte, the Deer Lodge Court House, the High School and Kirkpatrick block at Dillon, the Anceny residence near Bozeman, besides furnishing plans for builders not only outside of Helena but Montana as well. In fact since the day these gentlemen opened their offices in Helena they have been by



HELENA.—THE HELENA & LIVINGSTON SMELTING AND REDUCTION COMPANY'S WORKS.

clude that the architects who designed and the builders who reared such structures as those that adorn Helena's main business thoroughfares and broad residence avenues are men whose knowledge of their business was gleaned from sources where only the best is taught; for, come what may, the pace has already been set, the tastes of the people have been educated up to it, and Helena will always be known as a city of handsome residences—the stately exteriors of which are only indices of what they contain inside. Standing far in the lead in the architectural profession not only in Helena but the State as well are Messrs Paulsen and McConnell, who have extended their business into a score of towns throughout the State, where, if they have not actively furnished the plans for buildings themselves, they have advised as to what should be done. The senior member of the firm, Mr. John C. Paulsen, is a native of Holstein, Germany, where he received his education and in which country he spent fourteen years in the Government service in the capacity of architect. Four years ago he came to Helena and formed a partnership with Noah J. McConnell, whose knowledge of the profession had been gained in San Francisco and whose extended experience in the West, and especially Montana, was of immense service in making the firm better known. Many of the illustrations that appear in this issue are of buildings designed by them and could the whole number be brought together from other towns as well as Helena they would alone fill an entire number of THE NORTHWEST MAGAZINE.

Some of their buildings in Helena are the Bailey, Granite, Pittsburgh, Novelty



RESIDENCE OF PROF. H. T. ENGELHORN, HELENA.

common consent the acknowledged leaders in the architectural profession in the Northwest.

Following in the wake of the architect the builder comes to put into material shape the work that the architect designs and judging by the workmanship displayed on some of Helena's handsome homes he understands well his trade. W. H. Orr is perhaps the heaviest contractor and builder in the city. He came to Helena five years ago when only twenty-five years of age and has built up a business that would do credit to a much older man both in years and business experience. Among the latest buildings which he has completed is the handsome Brooke residence, interior and exterior views of which appear in this issue. It is a model both in design and execution and is furnished with a taste and elaborateness that would do credit to a city of 100,000 inhabitants. Mr. Orr is a member of the Odd Fellows' Lodge, the A. O. U. W., the newly organized Chamber of Commerce, the Board of Trade and a stockholder in the Chamber of Commerce building association.

NORTHERN PACIFIC EARNINGS.

TREASURER'S OFFICE, 17 BROAD ST.,
NEW YORK, JUNE 5, 1890.

The approximate Gross Earnings of the Northern Pacific Railroad Company, for month of May were as follows:
Miles: Main Line and Branches, 1889, 3,451.37; 1890, 3,612.83; Increase, 161.46.
Gross Earnings month of May, 1889, \$1,632,186.12; 1890, \$1,941,613.00; Increase, \$309,426.88.

GEORGE S. BAXTER, Treasurer.

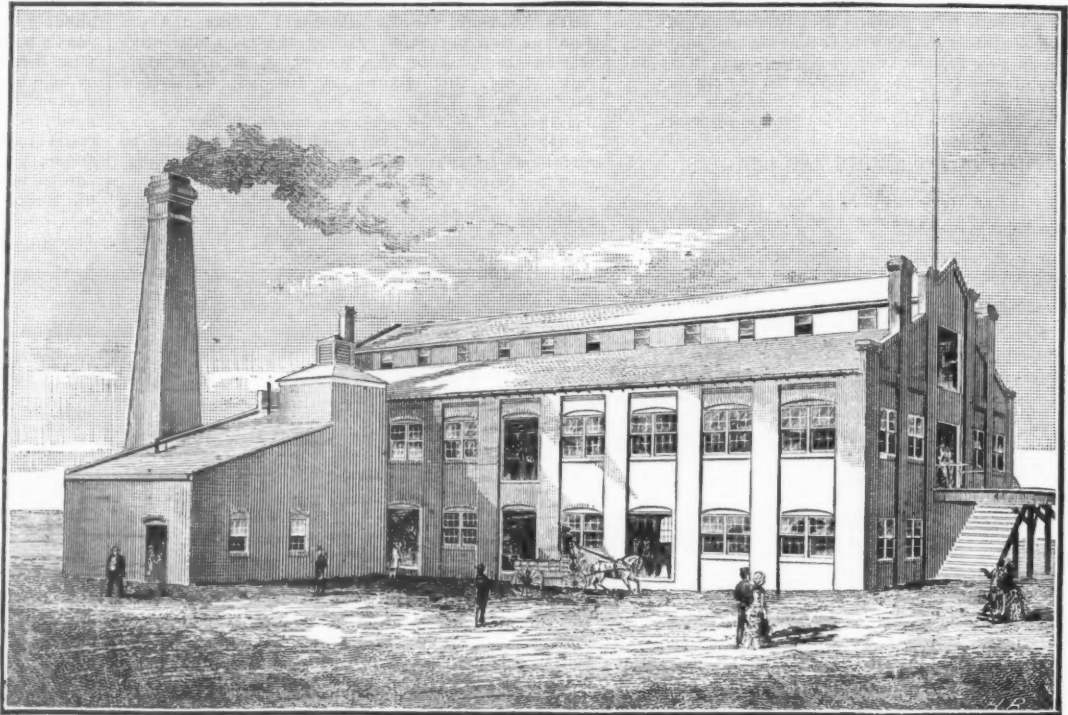
THE MINES OF BUTTE.

As to Butte streets themselves, they require precious little paving. There's no soil but worn-out granite where the streets struggle up the mountain side. There isn't a tree, shrub nor flower in the town. Even if you imported some earth the sulphur and arsenic from the smelters would kill any vegetation. You see this atmosphere of continual gold-getting is as destructive to the flowers of earth as to heart flowers in a miser. Even the grass has died out disgusted; only a tiny patch here and there remains. The very names of the streets are suggestive: Gold, Porphyry, Silver, Mercury, Galena, Granite, Quartz, Copper, are some that lie in the order named, while the distinctively Northwest flavor of the town is shown in the intersecting avenues, Dakota, Montana, Colorado, etc. But one characteristic of Butte is noted by everybody, and that it is cordial hospitality and ready friendliness. Why, one of the real estate additions is the "Welcome Stranger!"

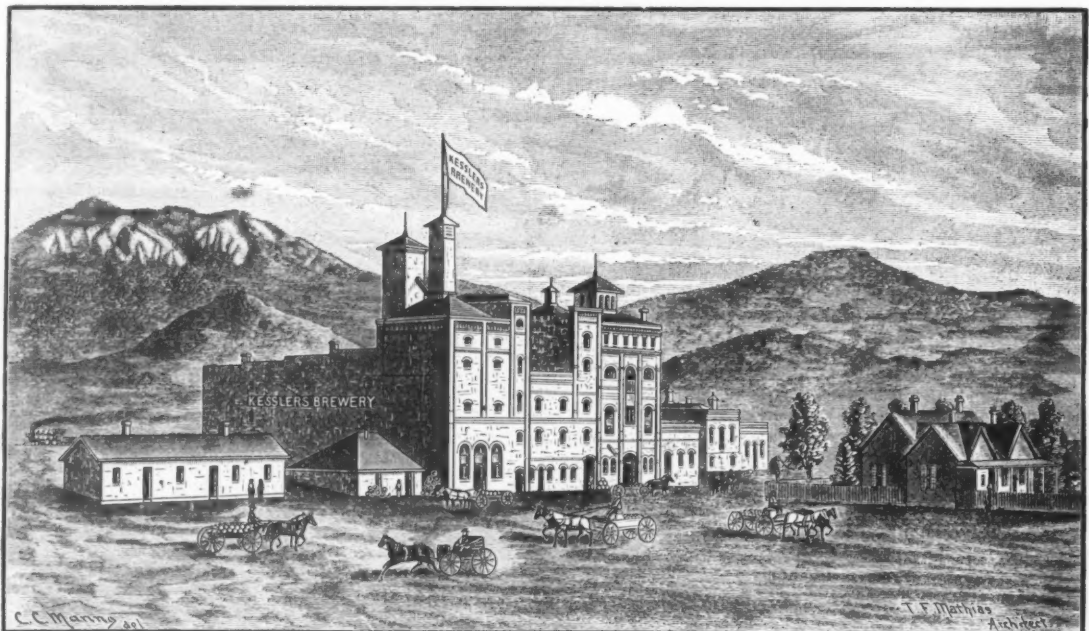
Speaking of names, those of the mines are the oddest. You see the city is built all over them. Only the surface is sold in lots at Butte; one does not own so many feet front and down to China, as in St. Paul, and a map given me by a real estate man is a curious tangle of streets, additions, and claims. Of the last, "Never Despair" is the didactic name of one, "Yellow Jack" another, "Tom Paine" and "Bob Ingersoll" evidently have admirers in Butte mining circles, but nothing is suggested to me by "Destroying Angel" in this connection. Several had a discussion one day as to the origin of the mine cognomen, "Wake-Up-Jim." One said he thought "Jim" was a man who had always been "so shiftless," but having one day accidentally struck it rich, decided to get on a hustle—I am repeating him literally—and to remind himself of his new departure christened his claim "Wake-Up-Jim." Another said he thought a party might have been prospecting and discovering "the shiny" reported it to a sleeping head of the expedition, upon which he said that the first words of the good luck were omens, and he would call the mine "Wake-Up-Jim;" and so on.—*Cor. Pioneer Press.*



H. M. PARCHEN & CO.'S BUILDING,
HELENA.



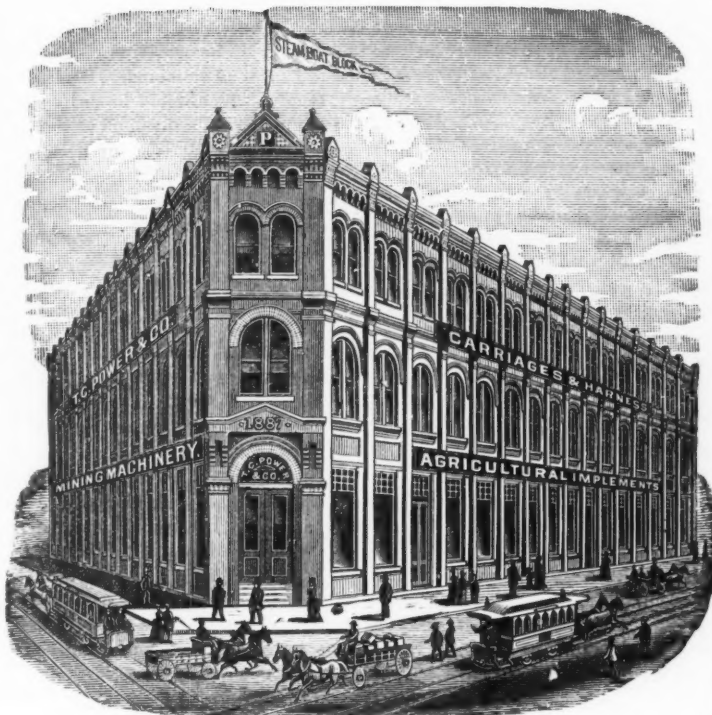
HELENA.—KETCHUM, DE NOELLE & CO.'S PLANING MILL.



HELENA.—KESSLER'S BREWERY.



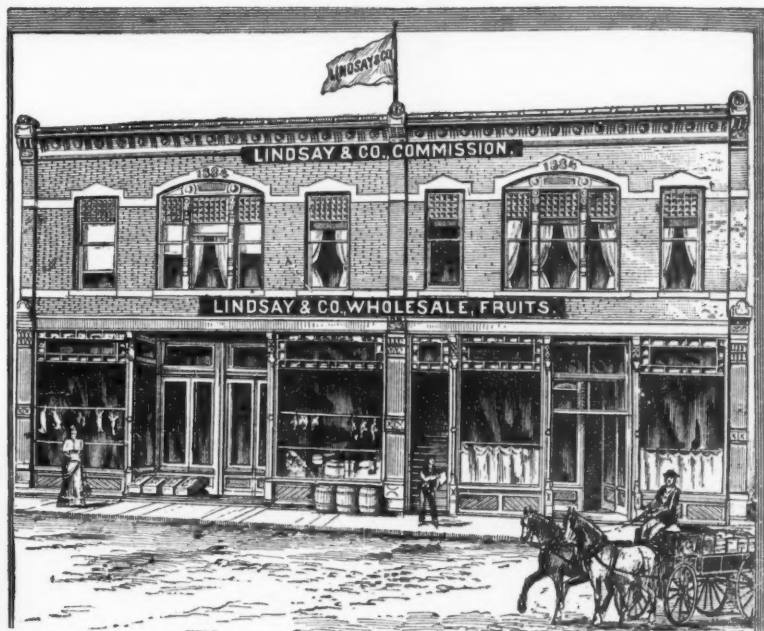
HELENA.—BACH, CORY & CO.'S WAREHOUSES.



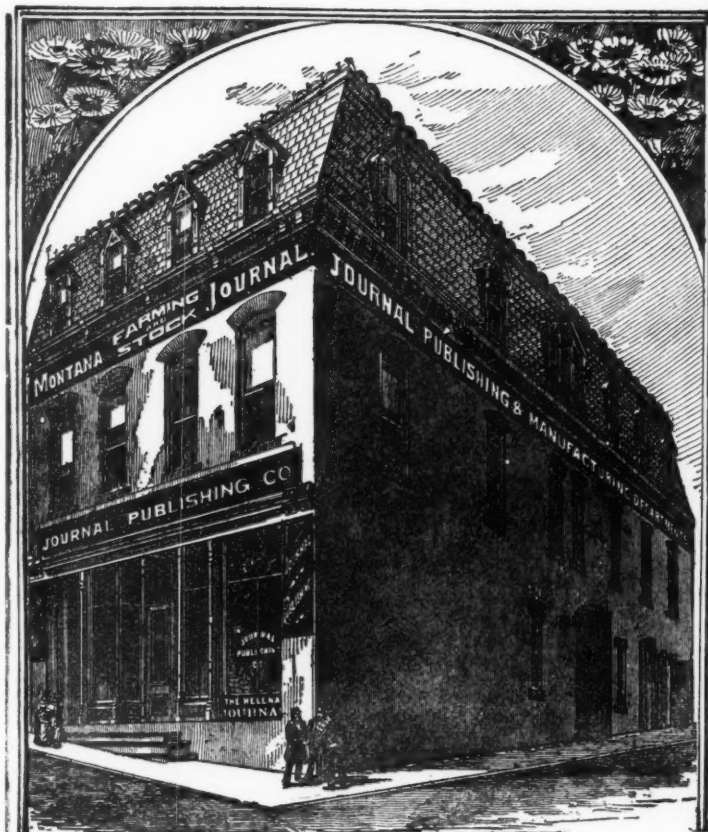
HELENA.—THE STEAMBOAT BLOCK.



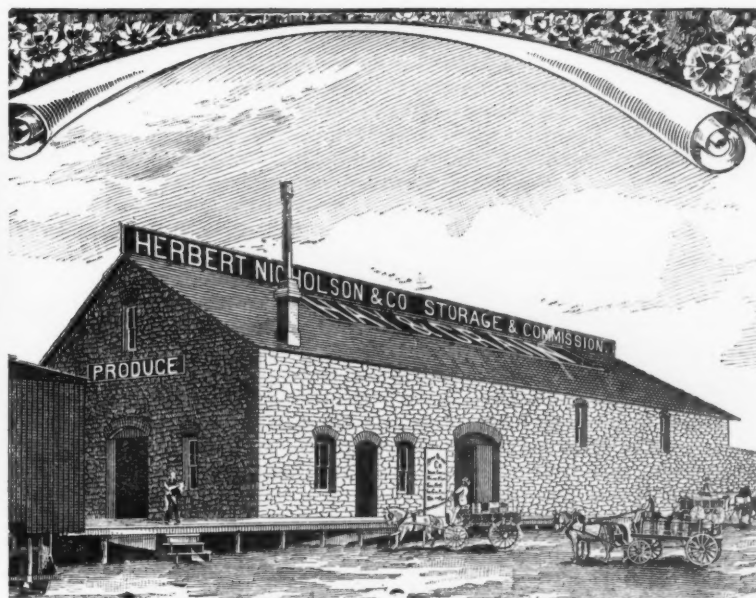
HELENA.—THE MASONIC TEMPLE.



HELENA.—LINDSAY & CO.'S ESTABLISHMENT.



HELENA.—JOURNAL PUBLISHING CO.'S BUILDING.



HELENA.—HERBERT NICHOLSON & CO.'S STORE AND COMMISSION WAREHOUSE.

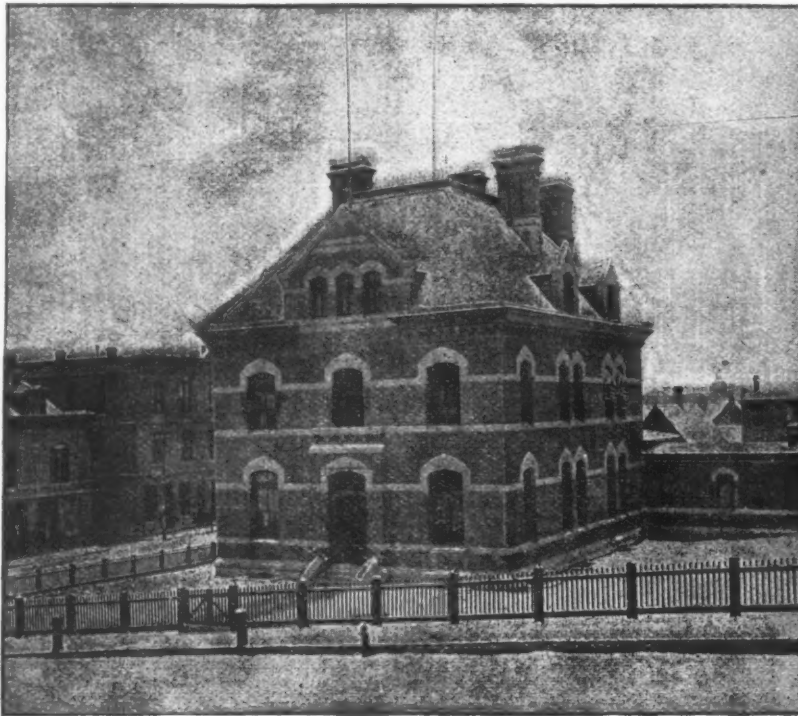
A SIX-FATHOM CANOE.

A six-fathom canoe is one of the most formidable products of savage men. As its name indicates, it is thirty-six feet long, and though built of no stronger material than the smallest birch bark vessels—and like them having its seams pitched to make them water-tight—it will carry three tons and a dozen men. In Canada the capacity of a canoe is always estimated at half a ton to the fathom, or, as the Indians and traders would say, at ten bags to the fathom. A bag is the measure of a hundred pounds, and the term is used because of the ancient custom, still pursued; of packing all goods that can be so divided into parcels of 100 pounds each. This is done that the Indians may readily pack the cargoes on their backs when they come to shallow, unnavigable pieces of water, or are obliged to transport their boats overland from one water system to another. Our hunters call such interruptions "carries;" but the French explorers and early rulers of Canada impressed their language upon that country, and a carry is there called a "portage."

Frederick Remington has sketched the process of portaging a boat's cargo. Those types of men he has drawn show the Indian almost in his purity, and the half-breed, having a strong admixture of French with Indian blood. The men, the camp, the water-side settlement, are all features of the Hudson's Bay Company's Territory. The vast business of this great trading company is transacted by canoes in most months of the year, and when winter locks up the waters, sleds and toboggans drawn by horses or dogs take the place of canoes. These winter vehicles still follow the steamers, and traverse the level surface of the lakes to a greater or less extent. In the Spring the winter's harvest of furs come down to the main collecting posts in these canoes, and in the summer the

provisions and merchandise for barter are distributed all over Br. America from these centres in the same way.

The roads of that great northern Territory are the waterways, and the vehicles are these boats. The waterways of Canada form a wondrous series of systems of communication. The finer the map of Canada, the more water it is shown to possess. It is



HELENA.—THE U. S. ASSAY OFFICE.

like a great sponge, filled and dripping. A vast amount of this water is thrown into Hudson's Bay, but the southern incline of land supplies our great lakes, and, in turn, the St. Lawrence, Ottawa, Red River of the North, the two great Saskatchewan, and many smaller streams. With more or less portaging, a canoe can start from Ottawa and go to Labrador or to Hudson's Bay, and thus to the arctic circle. The western half of British America is equally well commanded from Winnipeg.

A MOVING MOUNTAIN.

A traveling mountain is found at the cascades of the Columbia River, Oregon. It is a triple-peaked mass of dark-brown basalt six or eight miles in length, where it fronts the river and rises to a height of almost 2,000 feet above the water.

That it is in motion is the last thought which would be likely to suggest itself to the mind of anyone passing it; yet it is a well-established fact that this entire mountain is moving slowly but steadily down the river, as if it had a deliberate purpose some time in the future to dam the Columbia and form a great lake from the Cascades to The Dalles. The Indian traditions indicate immense movements hereabouts long before white men came to Oregon and the early settlers, immigrants many of them from New England, gave the above described mountainous ridge the name of "traveling mountain" or "sliding mountain."

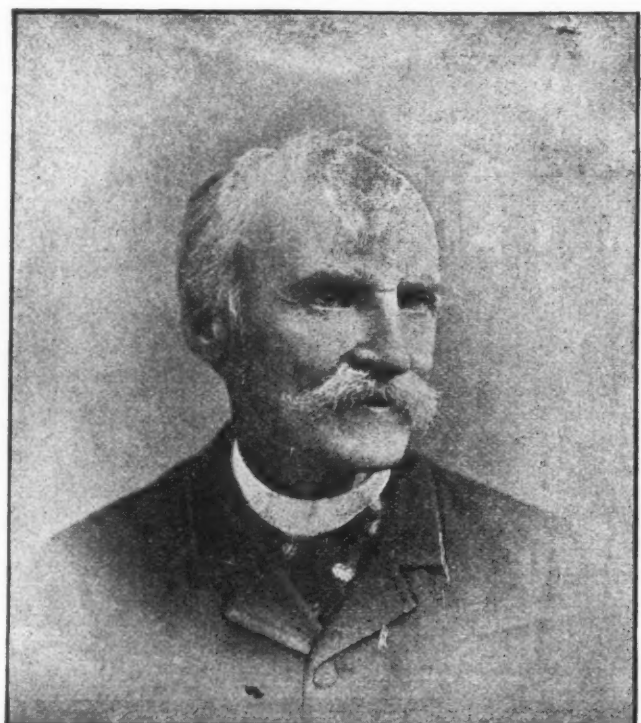
In its forward and downward movement the forest along the base of the ridge have become submerged in the river. Large tree stumps can be seen standing deep in the water on this shore. The railway engineers and the trackmen find that the line of the railroad which skirts the foot of the mountain is being continually forced out of place. At certain points the roadbed and rails have been pushed eight or ten feet

out of line in the course of a few years.

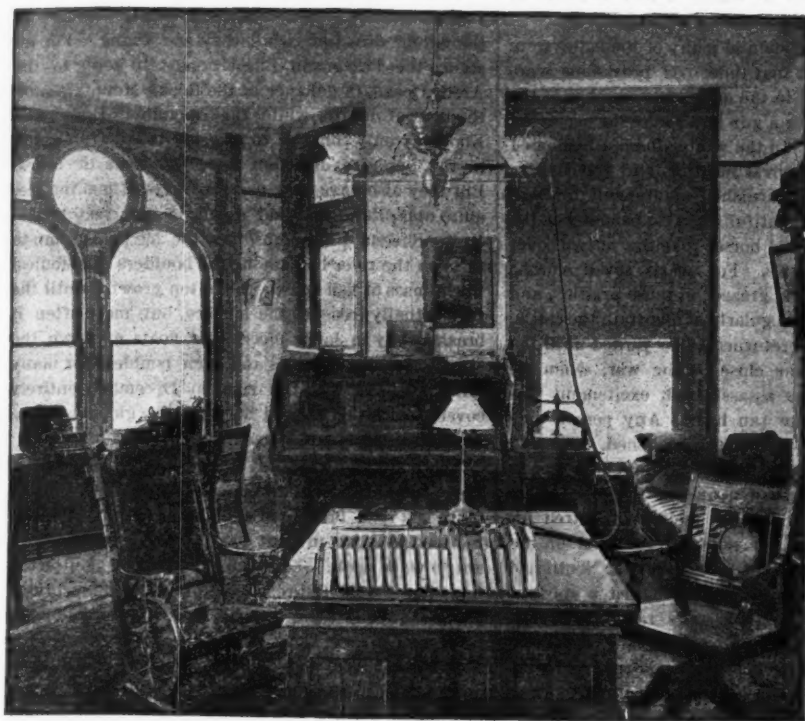
Geologists attribute the strange phenomenon to the fact that the basalt, which constitutes the bulk of the mountain, rests on substratum of conglomerate, or soft sandstone, which the deep swift current of the mighty river is constantly wearing away; or that this softer subrock is of itself yielding, at great depths, to the enormous weight of the harder material there. The mountain well deserves the above title, and it is only a matter of time when its journey ends.



PROF. P. D. BARNHART, OF HELENA.



SAMUEL KIRBY DAVIS, OF HELENA.



INTERIOR VIEW IN BRANDEGEE BROS.' REAL ESTATE OFFICE, HELENA.

BUILD A HOME.

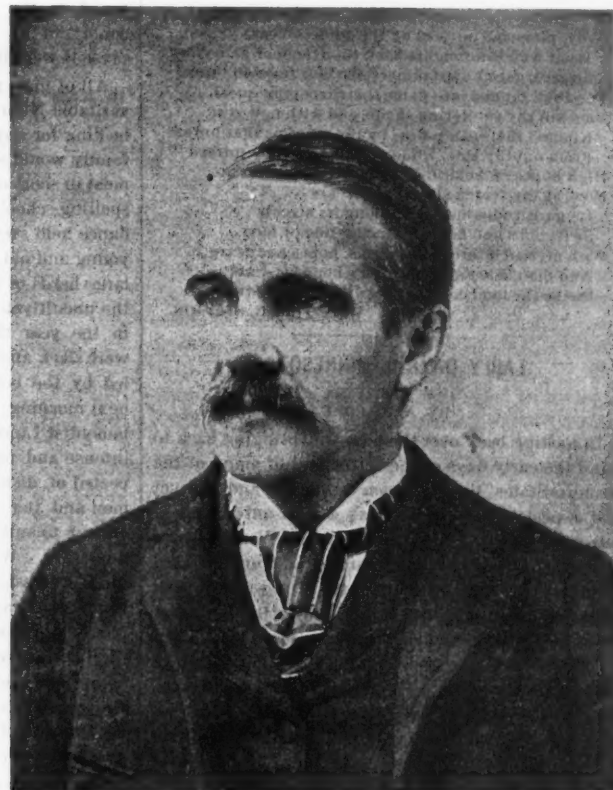
There is nothing that so greatly conduces to happiness or is so calculated to promote habits of thrift and economy as the owning of the home in which one lives, nor is there anything so demoralizing as to live from year to year in a rented house. The man who has a home of his own is almost a component part of the prosperity of the country. He has a sense of permanency, and under his own vine and fig tree feels a greater interest in the progress of the nation than he who rents a house from time to time, looking forward from one "moving day" to another, and feel-

ing always like a mere sojourner, a "pilgrim and a stranger," as it were.

The strongest feeling of a man's strange and complex nature is the love of home, and this feeling, unsatisfied as it must ever be with a rented house, which is no home at all, but a mere place of temporary abode, tends to his disadvantage and unhappiness. So long as he lives in a rented house he hardly thinks it worth while to buy new furniture or make any effort to beautify the place; his wife and daughters feel no encouragement to plant flowers, and the children grow up amid bleak and unpleasant sur-

rounding, with none of the softening and refining influences of a home life.

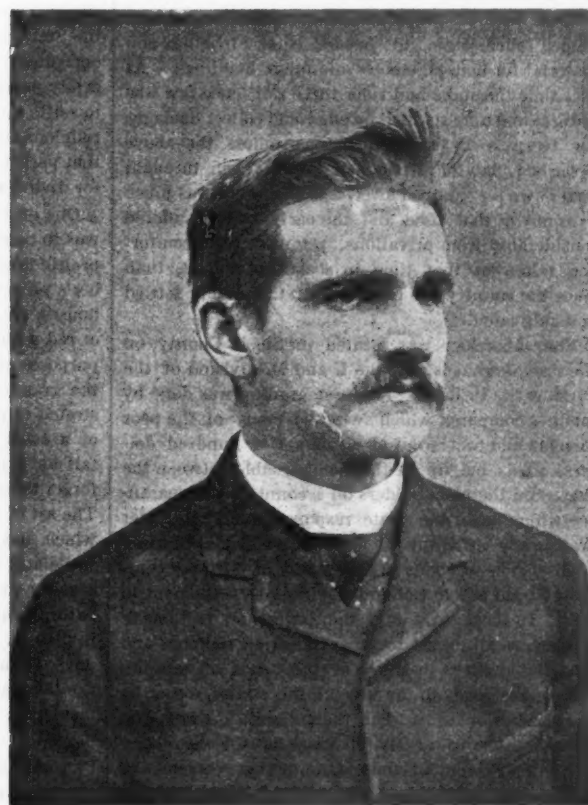
Is not this demoralizing? How different when he owns a home. What interest is taken in every trivial detail, and how absorbing the question of shade trees, flower beds and the proper method of training vines. There is something to live for, something to plan and economize for and to take an interest in; every dollar that can be spared goes to beautify and adorn the home; the family, in the unity of their work and purposes, are drawn closer together, and elevated morally and mentally.—*Colfax, Wash., Commoner.*



H. M. BRANDEGEE.



INTERIOR VIEW IN BRANDEGEE BROS.' REAL ESTATE OFFICE, HELENA.



E. N. BRANDEGEE.

TO MOUNT HELENA.

Grey, pine-clad outpost of the golden West,
 What wondrous sights hast thou beheld since first
 Swarth, gaunt-eyed miners, in their fevered thirst
 For gold, fanned into flame their drooping quest
 Beneath thy sheltering shade, and with new zest
 Kindled their camp-fires by the streams that burst
 From out thy side, while each man fondly nursed
 High hopes of wealth, and for his old age rest.
 Now, at thy feet, a stately city rears
 Its multitudinous head; along its streets
 Swift ebb and flows a surging tide of men
 With myriad interests, passions, hopes and fears;
 And busy mart and learning's honored seats
 Strike the loud contrast betwixt now and then.

J. B. SIMPSON.

EARLY DAYS IN MINNESOTA.

BY A. T. COLE.

In looking back over the past and bringing back to mind the early days of the settlement of many of the western States, there is much to interest and instruct and especially to continue as a pleasant source of retrospection. No State of the great West has ever been of more interest in its natural and uncultivated state than the State of Minnesota. The writer of this article came to the North Star State in the Spring of 1863, being then but five years of age, but retains a very distinct remembrance of the condition of things existing at that time. The broad and luxuriant prairies, covered with a heavy growth of grasses and an endless variety of flowers, dotted here and there with thickets and groves consisting of hazel bushes, wild cherry and plum trees, the thorn apple bush, wild blackberries and raspberries, the sumach tree and the dogwood, and numerous other varieties, made it a veritable garden of Eden, furnishing an almost endless amount of profit and pleasure to the settlers. Besides this, strawberries grew in abundance of which the settlers made good use. The country abounded with brooks and ponds in which was found a numerous variety of fish, besides the wild goose, brant and duck. Prairie chickens and the crane abounded in countless numbers; the wild quail and partridge made merry in the groves. The hunter and trapper found plenty of game in the way of mink, musk-rat, raccoon, badger, skunk, prairie wolf, the common deer, and an occasional lynx or wild cat.

At that time there were numerous stretches of timber promiscuously scattered throughout the southeastern part of the State, from which the settlers helped themselves to needed fuel, fencing and material for houses, stables and other buildings. At that time the stake and rider three rail fence law was in force and under which no one could collect damages for trespass by stock on crops unless the above described "lawful" fence had been broken through, torn down or jumped over. While there was much to annoy at that time and the early settlers suffered considerably from privations, yet more solid comfort was taken at that time in social enjoyment, than since the country has become more thoroughly settled and cultivated.

The subscriber was located in Steele County, on the line of what is now the I. and M. division of the C. M. & St. P. R. R. The first grading was done by another company, which swindled many of the poor farmers and others out of a number of hundred dollars. This led up to the bond trouble between the State and the bond holders on account of the guarantee which made the State responsible. This matter was finally settled by the legislature which authorized the issuance of bonds to the extent of fifty per cent. of the total amount of indebtedness as settlement in full. In those early days there were no factions in society, as all joined together in social, religious and material matters. Many of the heads of families were called away to the war in the sixties, either by enlistment or draft, but their families were well looked after in nearly all cases by the neighbors. While there were misunderstandings between some of the people yet they were all united in seeing that no one was neglected. Social parties were numerous, at which old-fashioned doughnuts and molasses candy

were the stylish articles. The several voices were tuned to the old-fashioned songs, and many who could not be induced to warble a note in public at present were the leaders of song at that time.

All of male population and many of the ladies were veritable Nimrods at that time. If provisions were lacking for any meal in the day, some member of the family would shoulder a gun and secure the necessary meat in short order. In the winter the old fashioned spelling-school, the revival meeting and the country dance held sway, and furnished amusement for both young and old. A beautiful sight to behold was the large herds of cattle and horses roaming at will over the uncultivated prairies. For nearly seven months in the year the stock grazed on these prairies, and were sleek and fat. Regularly at nightfall, the cattle, led by the bell cow, returned to be yarded until the next morning. At the close of the war, when the lamented Lincoln was assassinated, excitement was intense and patriotism ran high. Any person suspected of disloyalty was closely watched. The old men and the women could not use language strong enough to suit them in denouncing the outrage on humanity. While an intense feeling of hatred for those secessionists responsible for bringing on the war was always prevalent, yet after the South had finally laid down its arms and capitulated a spirit of forgiveness began to rapidly take root. In a few years many of the ex-Confederates began coming North and mingling freely with the people and were very hospitably received, especially by their former antagonists in arms.

In the early days Winona was the nearest grain market accessible to the people living in that section of Minnesota where the writer was raised. The distance was eighty to 100 miles. The trip was made by ox teams and occupied a full week. Strings of teams numbering anywhere from five to twenty would make the trip together and camp out. Generally a bountiful supply of old Bourbon was on hand, of which the campers freely partook. Many times some of the most respected citizens indulged too freely in the ardent and were guilty of numerous grotesque performances which would have done credit to a Sioux Indian. In those long overland trails a not infrequent occurrence was to get a wagon stuck in the mud, when three or four teams would have to be hitched on to haul it out. In time the roads were turn-piked and bridges built, and markets were established closer at hand. When the herd law was passed in the State a great furore was created, many farmers opposing it as unjust, but they soon came to be as firmly persuaded in its favor. As the country began to settle up, the people began to divide up in different religious denominations and to build churches. Before that period, the log school houses had served as places for divine worship for the whole people.

One of the common occurrences of the early days was to be roused from your sleep to get up and fight prairie fires which threatened to destroy some neighbor's property. The old rail fences, log stables, hay, houses, etc., were very frequently exposed. A bunch of red willows or one of dogwood always served the purposes of a whip with which to fight fires. One of the grandest sights to behold on a dark night was a stretch of prairie fire miles long, rushing at the pace of a swift horse through grasses very frequently as tall as a man's head. The early settler will never forget those days and the beauty of his surroundings. The art of man can never replace the beauty of nature which has been taken away. Minnesota to-day, while still noted for its advantages and enchanting scenery, is not to be compared to Minnesota in its natural state. Much of what it once was lives only in history. But to those who came there in the early days its memory will always remain ineffaceable. Contemplation of the past awakens many agreeable memories.

About three miles east of Mount Vernon, Wash., there is a mountain of clam shells over 600 feet high, with a surface soil of nearly a foot. Underneath this, clam shells abound to the sea level depth.

BRITISH COLUMBIA RIVERS.

There are a few very curious things about British Columbia rivers. Everybody knows that they flow in the wrong direction while they are young. For instance the Peace and Liard persist in going to the Arctic Ocean, in defiance of the Rocky Mountains and the laws of nature, while the Columbia, Fraser and Kootenay only consent to travel seaward after going in the opposite direction some hundreds of miles. But they also have very peculiar ways of making ice, quite opposite to that laid down in the text books. In the Skeena I have observed the ice in Autumn to form on the river bed among the boulders in globules, like a mass of fish spawn, this often growing until the reef actually reaches the surface, but more often it breaks away in large pieces and floats off down the stream, bearing pebbles and even boulders for many miles. I have seen the river in December entirely covered with this ground ice drift, the globules being the size of peas, and cohering like loose snow.

There are many natural bridges on our rivers also. In the Kicking Horse, three miles below Field station, there is a rock bridge, in a slate formation, which is inclined so as to present sharp edges, very unpleasant to walk upon. Every observant passenger on the Canadian Pacific Railroad has noticed the snow bridge on the Illecillewaet, but there are records of ice bridges also. I think I have heard of one on the Homathco River, but of the Stickeen a marvelous story is told. There is a great glacier descending out of the high snowfield to the north, and this in ancient times flowed right across the valley, meeting a lesser ice stream from the heights opposite. The Stickeen flowed under the ice in a tunnel, and at very low water the passage was too small for it, although the water must have been banked up into a lake at the Spring freshet.

Now, the Sicane Indians of the Upper Valley used to regard this tunnel in the ice as leading to the "Sweet by and by." They were therefore very anxious to avoid the place. But once the tribe was encamped not far above the glacier, and there was a very old man and his wife who were too mean to die because of the expense of giving a funeral feast. They were very rich and of no use, and had large appetites and their relatives at last consented to part with them. They were therefore set adrift in a leaky canoe and consigned to the current, and all the people, conscious of sacrifice, stood on the bank and watched the canoe vanish into the tunnel and felt good. Now, the old people were very frightened and squealed a good deal, but when the blue shadows of the ice closed over them they thought they were dead Indians and behaved accordingly. Presently the old lady thought it was getting light, and became curious and looked about her. Then she kicked the old man and asked if he didn't wish they were at the funeral feast. He looked up and found the canoe out in the open again, the glacier behind them, and the world pretty much as usual. They got ashore, cut paddles and poles and prepared to go home again. The old man began to be hungry for the grease boxes, the old lady set her heart on grease and berries, and they both determined to get home for the banquet since they had assisted at the funeral. Well, by dint of making the old lady work, while he steered and gave good advice, they succeeded in making their way up through the tunnel and home, and were in ample time for the feast. In fact, they lived happily ever afterward. But how shall we condole with the relatives, whose sweetest and most pious traditions had been scattered about the "Sweet by and by?"

Not least among the natural wonders of the Coast, is McKenzie Passage, a little to the westward of Lingcome Inlet. It is a chasm about six miles in length, leading to the base of an isolated and broken peak, 5,665 feet high. The walls are very close together, vertical and snow crowned. The sun never shines in this awful gorge; the vapor from its waters hangs dark and bitter cold, unmoved by any wind, and no living being enters its solitude. I find but two records of this place having been visited by white men.

Scarcely less wonderful is an inlet tributary to Dean's Canal, and the scene of the one most important events in Canadian history. It is thus described by Vancouver: "The width of the channel did not anywhere exceed three-quarters of a mile; its shores were bounded by precipices much more perpendicular than any we had yet seen during this excursion; and from the summits of the mountains that overlooked it, particularly on its northeastern shore, there fell several large cascades. These were extremely grand, and by much the largest and most tremendous of any we had ever beheld." In conclusion of a long description he named the place Cascade Chamber.—*Victoria Times*.

THE CITY OF FAIRHAVEN.

Under the above heading the *West Shore* of April 26th, publishes the following article: "The two towns on Bellingham Bay known by the name of Bellingham and Fairhaven, the former being the older but now the smaller of the two, are joining in measures for a single incorporation under the name of Fairhaven. The two towns lie on the east side of the bay adjoining each other and Bellingham is the farther north. The population of the combined cities is about 3,000. Their interests are identical and will be best served under one incorporation. Of the towns on Bellingham Bay that have attracted attention since that country was first occupied by white settlers the new town of Fairhaven starts out in the most vigorous manner and promises the best results. It is the southernmost town on the bay and occupies a position that insures it permanent prosperity and a rapid growth. Though its progress thus far has been quite remarkable it has been handicapped by reason of lacking the power and privileges of a municipal government and the new arrangement will enable it to achieve greater results by making possible public improvements of all sorts and giving it political as well as commercial importance. Its growth of a few months renders a city government essential to the proper conduct of community affairs.

The rapidity with which the tributary country is developing points strongly to the building of a large city at Fairhaven. Back over the ridge a mile or so from the bay is the settlement of Happy Valley which the fast expanding city is already encroaching upon. The fertile farms of the valley are being cut up into garden patches and planted in fruit trees, that being a more economical disposition of the land than to let it remain in large fields of hay and grain. The farmers farther from the borders of the town find the broader tillage profitable, but the demands of a city market in the way of garden produce, fruit, etc., render necessary closer cultivation than the ordinary husbandman bestows on the field crops. This disposition to provide for the home market which has developed in much less than a year, shows how sharp is the demand for such adjuncts as usually gather around a city after many years of growth. While Fairhaven has a live market for produce, the adjacent country is amply able to supply it and the development of the one will keep pace with the growth of the other.

Complementing Fairhaven's matchless situation for marine commerce is a vast range of country where fertile valleys, timbered hills and mineral ledges stand ready to pour their products into the channels of trade. Iron and coal mines are already opened. There are marble and the finest of sandstone in exhaustless quantity. The timber is among the best in that region famous for its timber product—the Puget Sound basin. A large part of Whatcom County bears a dense growth of the choicest fir, spruce, etc., easily accessible from Fairhaven, where mills are already in operation, and more being constructed. The agricultural lands are not surpassed in fertility, though not all are cultivated. The Fairhaven & Southern Railroad, already carrying a considerable volume of traffic to its seaport terminus, is rapidly extending its lines and tapping one of the richest sections on the Pacific Coast.

A NEW TOWN ON GRAY'S HARBOR.

Ocosta, May 10, 1890.

Judge Calkins of Tacoma, the Indiana Calkins, is responsible for the name of the new town on the south side of Gray's Harbor. It has the merits of originality. There is no other town of that name in the United States that I know of, and I don't believe there is another post-office called Ocosta in the United States. It takes a few days to get used to it, but it sounds all right after it is understood. Ocosta is the terminal town of the Tacoma, Olympia and Pacific R. R., better known as a branch of the Northern Pacific. It is in its infancy yet. Its legal existence does not ante-date April 30th, 1890. May first, before there was a building on the townsite, the proprietors sold to buyers who attended a sale held on the ground, lots realizing 100,000 lots. The buying was based upon the confidence the strategic character of the location inspired. It appeared to be the one point on the harbor where safe anchorage and deep water could be found together. It is certainly the last point accessible by rail. South Bay, an arm of Gray's Harbor, lies immediately west and the entrance to the harbor northwest. The founders of this town figure on it as the shipping point of Washington for the great coast trade. Rail connection with Tacoma will give the Ocosta route the advantage over the Sound route of two day's travel. That is sufficient argument in this age of quick transit.

A railroad into this country from Tacoma will work a great change. Another from Centralia on the Portland branch of the Northern Pacific will work a still greater change. Southwestern Washington is undeveloped, even a little. It is estimated that there is timber, cedar, fir, spruce and hemlock, tributary to this harbor sufficient to cut 120,000,000,000 feet. It is claimed that the vast agricultural valleys in Washington, including the Chehalis, run down to this harbor. The further claim that the great coal output in the vicinity of Centralia will be exported via Ocosta is not unreasonable. I am, individually, prepared to believe anything touching the commerce of any point in this State. The possibilities cannot be over-estimated if we are believers in the efficacy of perfect water transportation all the year round.

I am asked: Is it an agricultural country? I think so, barring corn. I hear wonderful stories about the productive power of the soil. Of course it is a timber country and there must be some lively work before the plow will move as nicely as in either Dakota. A small acreage, however is sufficient. Ten, twenty, thirty or forty acres make a good farm. Three crops a year off the same ground are not unusual. For the present there is a good home market for all that is raised. The job of clearing land for farming purposes defeats the appropriation of large areas for speculative purposes. Four families can get along with a quarter section—forty acres each. The temptation to load up with wild land is not as great as in a prairie country. The best results, here as everywhere else, are obtained by hard work. The moss-back tells me "crops never fail." He always has enough to live on and a little to sell. He never "banks" his house and never suffers from a hot wind. It rains in the so called winter, but he doesn't mind the wet any more than the loyal Dakotan (who has prospered) minds the cold. From the first of April to December first the climate is rated A.

JOHN A. REA.

A REMARKABLE WATER-POWER.

One of the most remarkable instances of electrical transmission of power, writes Alvan D. Brock in the *Overland Monthly*, has only recently been accomplished in the State of Nevada, on the world-famous Comstock lode, and the almost equally famous Sutro tunnel. At the Nevada mill there is a ten-foot Pelton water-wheel, which receives water through a pipe-line delivering water from the side of Mt. Davidson, under a head of 460 feet, giving 200 horse power. Here the water is again caught up, delivered

into two heavy iron pipes, and conducted down the vertical shaft and incline of the Chollar mine to the Sutro tunnel level, where it is again delivered to six Pelton water-wheels, this time running under a head of 1680 feet. Each of the six wheels is but forty inches in diameter, weighing 225 pounds, but with a jet of water less than five-eighths of an inch in diameter, they develop 125 horse power each. On the same shaft, which revolves 900 times a minute, are coupled six Brush dynamos, which generate the current for the electric motors that drive the stamps in the mill above ground. The result is that where it formerly took 312 miners' inches of water to operate thirty-five stamps, but seventy-two inches are now required to run sixty stamps. This is the most enormous head of water used by any wheel, and by itself constitutes an era in hydraulic engineering. A solid bar of iron thrown forcibly against this tremendous jet rebounds as though it had struck against a solid body instead of a mobile fluid. The speed of this jet, where it impinges against the buckets of the wheel, is two miles a minute, 176 feet a second. There is another quality of these extraordinary wheels, which renders them absolutely without a peer in the large family of prime movers. This is the immense power exerted per pound of weight. Those in the Chollar mine, for instance, give out one horse power for every one-eighth pound of weight. If there is anywhere a motor which begins to compare with them in this respect, I have never been favored with knowledge of it. And it seems there is no limit, outside of that which sets bounds to the head of water itself, to prevent further progress of the wheel in the same direction.

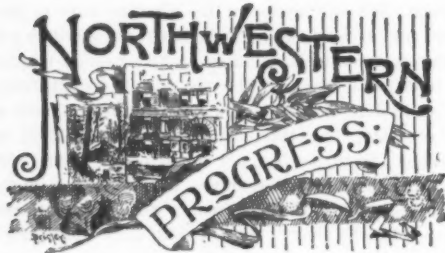
INVESTMENT BONDS.

It is a well established fact that Bonds, issued by States, Counties, School Districts, Cities, etc., rank next to Government Bonds in point of safety, and as the latter are being retired from the market Municipal Bonds will be sought after to take their place as Investments. Bonds issued by Water Works Companies, Street and Steam Railway Companies, Irrigation Companies, etc., are also becoming popular as investments and in most cases are very choice. Municipal and Corporation Bonds are not only choice and safe but pay a much higher rate of interest than the Government Bonds.

S. A. Kean & Co., Bankers of Chicago and New York, who are successors to Preston, Kean & Co., have for more than twenty years dealt in these securities and on account of their knowledge and long experience are capable of serving their clients in this line to their entire satisfaction. They are always pleased to see or correspond with parties having funds to invest and to assist them in making safe and profitable investments. They also deal in Government Land Scrip and Warrants for the location of Public Lands and transact a general Banking Business in all branches.

There seems to be no limit to the ingenuity of man. The latest and most unique invention is a machine for buttering bread. It is used in connection with a patent bread-cutter and is intended for use in prisons, work-houses, and other reformatory institutions. There is a cylindrical-shaped brush, which is fed with butter, and lays a thin layer on the bread as it comes from the cutter. The machine can be worked by hands, team or electricity, and has a capacity of cutting and buttering 750 loaves of bread an hour. The saving of butter and bread and the decrease in the quantity of crumbs is said to be very large.

A farmer near Great Falls has killed off the prairie dogs on his farm by using strychnine. He puts a bottle and a half of that poison in a gallon of wheat and adds some sugar and water. After stewing the mixture he puts some of it at the prairie dog holes. The dogs eat the stuff readily because of the sugar in it, and die.



Minnesota.

DULUTH is happy that a big union depot is at last to be erected. The building will be 420x220 feet in dimensions and the depot proper will be three stories high and built of pressed brick with brown stone trimmings. The train house will be of iron and glass. The erection of this large and costly structure is only the natural outcome of the enormous railway traffic of the Zenith City.

ST. PAUL is building two new theaters and extending its system of cable and electric roads. A continuous activity in dwelling house building is noticeable. Efforts for the establishment of new manufacturing plants are being made with excellent prospects for success. One of the new enterprises in this line recently put in operation is a manufactory of electrical appliances and supplies.

The Brush Electric Company of Cleveland, Ohio, the pioneer lighting company of the world, have opened a branch office at No. 607 New York Life Insurance Building St. Paul, and have appointed Mr. Irwin J. Beaumont their agent for Minnesota and the Dakotas. Estimates for plants, either Arc, Incandescence, or Alternating, for the territory named will hereafter be furnished from the St. Paul office, and the company's many friends in the Northwest will kindly bear this in mind. The Brush has more plants in the Northwest than any other company.

THE Duluth & Winnipeg Railroad has doubled its capital stock, increasing from \$1,000,000 to \$2,000,000, and will remove its general offices from St. Paul to Duluth at once. There is not a drop of water in this stock issue, and the funds at the command of the road now render unnecessary the issue of bonds, to complete the line to the Canadian boundary, which it will reach by November next. Every foot of advance is a foot gained for Duluth no less than for the road so intimately identified with the interests of the head of the lakes.—*Duluth Herald*.

North Dakota.

A STOCK company composed of leading business men of Minot and elsewhere has been incorporated with an authorized capital of \$100,000, to be known as the North Dakota Coal & Mining Company, for the purpose of mining and selling Ward County coal. The company have secured control of large tracts of best coal lands, and now have a large coal mine in operation.

A BIG LOAN COMPANY ORGANIZED.—For several weeks past it has been rumored that a mortgage and investment company, composed of prominent English capitalists, was being organized to operate throughout the United States and particularly in the Northwest, and that the headquarters for America were to be established in this city. The *Alert* is now happy to announce that this has been an accomplished fact. The originators and promoters of this colossal enterprise are W. M. Lloyd, the well known banker, and Richard Sykes, of Manchester, England, where extensive business and farming interest in this and adjoining counties are known to all. The company is incorporated under the title of "The Alliance Mortgage & Investment Company, Limited." The capital stock is £1,000,000, one-fifth of which has already been paid in. At a recent meeting of the board of directors, held in Manchester, Eng., W. M. Lloyd was unanimously elected general manager in America. The headquarters have been established in Jamestown.

South Dakota.

ABOUT six hundred families of Russian immigrants, numbering altogether about 2,000 persons, have arrived in Dickey, McIntosh and McPherson counties during the past three weeks. These settlers are all for the Coteaux or hill country, which region they are rapidly reclaiming. Their arrival has greatly benefited trade in Ellendale, Ashley and Eureka. They have means to procure the necessities of life and pay cash for nearly all their purchases.

THE Glendale Tin Company of the Black Hills is the first to ship this metal to market. The Black Hills is said to be full of tin and the ore is the richest ever found and runs from 60 to 400 pounds of tin to the ton of rock. When compared with the large dividend paying mines of England, which run from 28 to 84 pounds to the ton, the value of the ore is readily seen. The ore is said to be inexhaustible, the veins running from a few inches to 300 feet wide. The first two shipments of concentrates made

from this Black Hills tin mine ran 65 and 68 per cent. metallic tin, and it is expected with experience to go as high as 70 per cent. The ore mill now run is crushing 100 tons of ore per day, and an additional mill is to be erected.

THE Harney Peak Tin-Mining, Milling and Manufacturing Company of New York, and the Harney Peak Tin Company of London, have just closed a contract with the Chicago, Burlington & Quincy to build a road through the joint properties of the company on the Black Hills for twenty miles, with side tracks and switches to the various tin mines and other enterprises now under development. The road is to be running to Hill City, the company's headquarters, by January 1, 1891.

Montana.

AN elaborate scheme has been developed on paper in Helena for stock-yards, slaughter-houses and meat-packing.

THE mining and smelting companies at Butte pay out wages at the rate of \$20,000 per day, or \$600,000 per month. The mines are producing copper and silver at the rate of over \$2,000,000 every thirty days, and the prospects are good for a production of \$30,000,000 for the year 1890.

IN the vicinity of Miles City, on the Yellowstone, at a height of about 2,600 feet above the sea, water is obtained from artesian wells at a depth of from 150 to 500 feet. At Glendive there will be an artesian well sunk, provisions having been made in the contract to go down 500 feet. The cost of small wells, with wrought iron casing, is about \$1.25 a foot.

WE expect that before August 1st the Crow Reservation will be thrown open from Pryor Creek west. This means a strip of country 100 miles long by 50 miles in width and containing some of the finest land in the West for farming and innumerable acres for grazing purposes. Besides a rich gold and silver region there are also large deposits of coal on the part to be opened.—*Red Lodge Picket*.

THERE is a movement on foot which will greatly benefit Thompson Falls. The Montana Fire Clay Co., which is an organization consisting of a number of Butte and Anaconda capitalists, is about to make extensive preparations for the manufacture of fire brick and brick for paving purposes, as soon as a perfect title is secured to the land on which the fire clay bed is situated. For some time past the Anaconda and Butte smelters have been using Thompson Falls fire clay, and with the best results. If the present plans of the company are carried out, Thompson Falls will be greatly benefited, and will supply all the great smelters of the State with fire clay and brick.—*Missoulian*.

IT requires a trip through the Rocky Fork Coal Company's mine's to realize the great work that is going on there and the magnificent shape this great coal producer is being put into. Just now a tunnel is being run from the surface near the tippie to connect with a shaft being put down on the inside and when completed an electric motor will be used to draw the coal cars from entry No. 4 to the dump house. This will do away with mules and greatly add to the facilities for handling the immense output. Inclines are to be sunk on the main veins, thus enabling the company to take out coal below water level, where it is expected that a better quality will be obtained. While the quality now is superb it is understood that coal below water level is freer of dirt and is a better steam producer.—*Red Lodge Picket*.

CASTING about us it is wonderful to note the progress which has been made in horse husbandry during the past few years. While our people have had their minds absorbed by the more profitable branches of stock growing and our horse herds have gone along without notice, they have multiplied with amazing rapidity and now every Montana Valley boasts of excellent herds of horses. The work of improving the breed, of gathering the very best trotting and running blood from all portions of the States, has gone on steadily by a comparatively few who have made a specialty of this work, but the majority of owners have been content with a gradual improvement and have used grade sires or whatever they were able to buy and the most of them have done well.—*Rocky Mountain Husbandman*.

Idaho.

A STEEL FLUME.—The flume of the Spokane Hydraulic Mining Company will be an immense steel pipe four and a half miles long, carrying water from the old California Ditch, at the head of Pritchard Creek, in the Coeur d'Alene mining district, above Murray, to the Old Wash gold diggings. When the flume is completed it will be one of the greatest feats of hydraulic mining engineering ever attempted. The flume will be made of heavy steel pipe, twenty-two inches in diameter. It will give a tremendous pressure, and will reopen some of the old placer mines, which are the richest in the Coeur d'Alene.

Two railway incorporations recently made in Idaho materially affect the Coeur d'Alene mining region. The Wallace & Sunset Railroad Co. was organized to build,

equip and operate a steam railroad from the town of Wallace, in Shoshone County, in a northeasterly direction up Nine Mile Creek to its west fork, a distance of about five miles, and branches up different gulches to adjacent mining properties, aggregating in length about twenty miles. The capital stock of the concern is \$500,000. The other incorporation is the Wardner Mining Railroad Co., to build and operate a railroad from Wardner Junction in a southwesterly direction through the town of Wardner to one or more of the mines southwest of that town. The total length of this line, with branches, will be fifteen miles. This organization has a capitalization of \$500,000, and its chief officers are the same as the Wallace & Sunset, G. W. Dickinson, a Northern Pacific official, being president. Both roads will be built this year.

CULTIVATING THE SUGAR BEET.—No crop ever cultivated in Idaho has shown a larger or heavier yield per acre than has been grown in beets of every known variety. Experiments have been tried on large spots of several acres in extent so completely incrustated with alkali that no other species of vegetation could get the slightest foothold. The results were that the beet crop succeeded, and a few years of continued cultivation completely redeemed the alkalized spots and brought the soil to the same texture with that of the adjoining areas. This shows conclusively that the alkaline element which enters largely into the composition of all the soil of Southern Idaho, is a favorite food of the beet. With the soil and climate and every other condition favoring this industry, there is every reason to hope that the farmers of Southern Idaho will avail themselves of the new field here offered. That the matter will have a fair trial is evident from the interest already excited. The inquiries for sugar beet seed at this office are of daily occurrence, and large areas in widely separated localities will be devoted to beet culture this season.—*Boise Statesman*.

Oregon.

AT last an agreement has been reached by which Portland will be given mammoth union passenger and freight depots for the use of the three great transcontinental lines terminating in the city—the Southern, Union and Northern Pacific. A large and ornamental brick and stone structure will be erected on the grounds of the Portland Terminal Company, which will possess all the accessories and conveniences of the best depots in the country. The Southern Pacific will cross the steel bridge of the Union Pacific. The narrow gauge line on the east side of the Willamette will be widened, and trains from that road will enter the city by way of the present line through Oregon City and cross the bridge and enter the union depot. In making this move the companies have recognized the great importance of Portland as a terminal point, an importance which these new facilities will materially increase.

Washington.

OLYMPIA has now three banks, a big new hotel, a street railway and a daily newspaper.

A STARCH factory at Tacoma is making a ton a day of starch from wheat, and expects by summer to double the output, making glucose as well.

THE Selah Ditch, near Yakima, about twenty miles in length, is now in use. It cost about \$75,000, and will bring a large area of good farming land under cultivation.

WM. KERR, manager of the famous Moxee experimental farm near Yakima, has sent to Japan for a quantity of tea cuttings, for the purpose of testing tea growing in the Yakima Valley.

JUST a mile and half east of Edmonds, Snohomish County, stands probably the largest fir tree in the world. It measures forty-four feet in circumference, and its height is over 325 feet.

C. W. FRICK, of Sprague, has filed his caveat for a patent on a new railroad tie, which has been pronounced by railroad men as the best yet devised and having the appearance of being a great success.

WORDS cannot explain the grandeur of the Palouse Country at this season of the year. With her broad fields of new plowed lands, and rolling hills of fresh green grass, while the snow-capped granite peaks of the Coeur d'Alene appear in the background, the scene is one that brings new life to the emigrant who has left the blizzard, cyclone and grasshopper States of the East to make his home in the far West.—*Farmington Register*.

A TACOMA special says the contract was let by the Northern Pacific railroad officials for the construction of the Tacoma, Olympia & Gray's Harbor railroad from Tacoma to Gray's Harbor, on the Pacific Ocean, a distance of 106 miles. The road will leave the Pacific Division of the Northern Pacific a few miles out from Tacoma, at Lake View. Grading has already begun and there will be a race between the Union Pacific and the Tacoma, Olympia & Gray's Harbor as to which can get a line into Olympia first. The Union Pacific is already in the field

with a large gang of men at work beyond American Lake. The Union Pacific Company has closed the deal absorbing the Tacoma & Lake City Railroad already built to American Lake, eleven miles towards Olympia.

SPOKANE FALLS is moving for a concentration of all the military posts in the department of the Columbia into one garrison, to be located at that point. The Review states that it is the policy of the war department to consolidate the out-lying posts, wherever practicable, and many of the officers in this department think that Spokane is the proper place for such consolidation. A committee has been appointed in that city to facilitate the matter.

AN earnest endeavor is being made by the people of Spokane Falls to organize an industrial exposition in that city for Eastern Washington. The idea is worthy so energetic a city as the Falls. It would not only be of vast importance to Spokane and in a hundred ways beneficial, but would at the same time be profitable to every city and section of Eastern Washington. The show of agricultural products alone from the different localities would be significant, and to congregate the industrial resources a fair to astonish the republic would be the result.

THE Skagit Valley offers inducements second to none to the rancher, farmer and fruit grower. It is estimated to contain not less than 200,000 acres of fine arable land. The soil is especially adapted for the cultivation of hops, barley and flax. Hay, oats and potatoes grow to perfection. Fruit of all kinds can be raised in this valley. The scenery on the Skagit River is most varied and enchanting. Here and there glimpses of Mt. Baker can be seen, towering sentinel-like among other snow-clad giants. Water is abundant for domestic and manufacturing purposes.

ROSLYN is the one great source of coal supply for the Northern Pacific Company, and will also furnish fuel for the iron furnace and rolling mills soon to be erected in this place, which will give an impetus to a business not equalled anywhere in the Northwest. This place is destined to be the commissary of the iron and coal industry of the whole region. The inexhaustible deposits

of coal and iron that are found in the adjacent mountains and in this valley warrant such a conclusion. Something over 1,700 tons per day is the present output of coal at Roslyn.—Ellensburg Localizer.

WALLA WALLA WAKING UP.—Never was there a period in the history of Walla Walla when there were so many evidences of prosperous and lively times as now. All of a sudden the people seem to have awakened to the many benefits which this city possesses for the man of family over any other locality in Eastern Washington, and within the past week nothing is heard but property values and real estate transactions. Our city council have determined upon opening the lateral streets leading from Main to the south, and no doubt several hundred men will be employed in this good work during the Summer. A number of large business blocks have already been contracted for, among the most important being the Boyer National Bank building of four stories, corner Main and Second streets; the Savings Bank building, of three stories, just opposite, and the large brick printing house of the Statesman on Third Street. Besides this, the \$200,000 hotel is again being agitated, and the government building, for which \$30,000 has been appropriated, will add another impetus to our growth. The sewerage question will soon be voted upon, and, from all that can be learned, will carry unanimously. Verily, Walla Walla city has awakened and prosperity is at our doors.—Walla Walla Statesman.

Alaska.

THE Alaskan reports myriads of herring and halibut weighing 250 pounds as plentiful in the vicinity of Sitka. The same paper has been looking up the death-rate of the Sitka training schools for Indians, and finds that out of 137 boys enrolled in the past five years, twelve have died, or less than nine per cent. for the five years; less than two per cent. per annum.

Manitoba.

THE prospect for a good wheat crop already exerts a favorable influence on the tone of business. A considerable volume of immigration is coming into the Province.

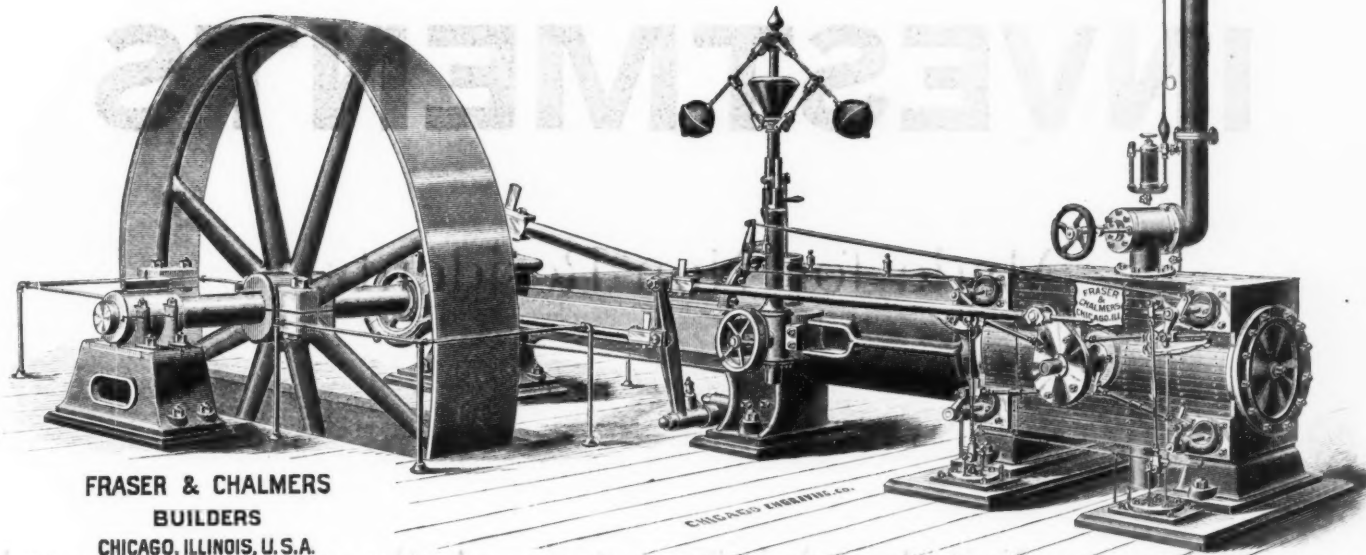
New settlement, new railroad building and large crops will make this a year of remarkable progress.

THE Manitoba Legislature, which adjourned last month, abolished sectarian schools, the dual language system, church exemptions, and denominational holiday, which makes quite an imposing record in the line of radical legislation for one session.

A LAND grant has been granted to the Manitoba & Southwestern from Winnipeg southeast to the Lake of the Woods, a distance of 110 miles, the subsidy being 64,000 acres per mile. The promoters say the line will be built to the Lake of the Woods as a colonization railway, and the probabilities are that it will be constructed this year.

The Big Ox Mining Company.

The above is the name of what promises to be one of the greatest mining properties ever yet discovered in Montana. It consists of four quartz and several placer claims all well and conveniently located and distant from Helena about twenty-five miles. All the improvements and machinery are of the latest and most approved make. A sketch of a new Corliss engine recently put in appears elsewhere in this issue. From a comparatively nominal quotation a short time ago, the stock of the company has increased in value very greatly and is now practically withheld from the market. Mr. Carey Emerson, of Minneapolis, is the president and Mr. Dan Simpson general manager. The capital stock of the company is \$1,000,000 and is non assessable. The gentlemen who practically own and control the company realize that they have a valuable property and are not parting with any of it, though the opportunities offered are many and flattering.



HELENA.—THE BIG OX MINING CO.'S NEW CORLISS ENGINE.

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.....Northwest Magazine, St. Paul.
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Population in 1884,	-	-	-	5,000
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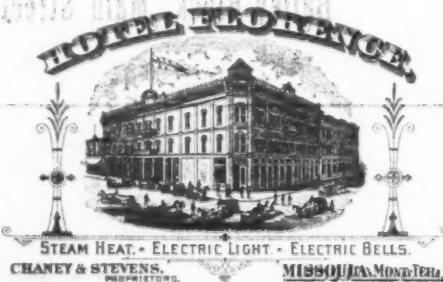
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An overly sensitive man is reported by an exchange as saying that he always let his wife build the fire in the morning, as he could not assist in helping destroy the American forests, but his wife did not have any feelings on the subject.



Engineers are slowly working out the problem of utilizing water-power for the producing of electricity. The discovery which is particularly desirable is a means of transmitting the current with safety and at a reasonable expense, from the location of the water-power to the place where the current is to be used, when the two are a long distance apart. As soon as this discovery shall have been made, there will be an astonishing drop in the consumption of coal, and much machinery now moved by steam-power will be run by electricity. Many dynamos are run by water-power now, but only where the water-power is close at hand.

Northern Pacific RAILROAD LANDS FOR SALE.

The Northern Pacific Railroad Company has a large quantity of very productive and desirable

AGRICULTURAL AND GRAZING LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States and Territories traversed by the Northern Pacific Railroad as follows:

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In North Dakota,	-	-	6,700,000 Acres
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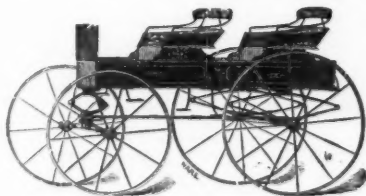
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Transacts a General Banking Business.

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READ THIS.

We make a specialty of investing funds for non-residents. There are many enterprising persons who would like to invest in property that is rapidly advancing in value, but whose business prevents them from giving it personal attention. We exercise special care in making such investments and are prepared to give a satisfactory guarantee of 10 per cent. interest on the money we so invest. We have never made an investment for a non-resident that has not proven entirely satisfactory.

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References: National Bank of Commerce, Traders Bank of Tacoma.

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The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and the Only Wheat Shipping Port on Puget Sound.

The Wholesale and Manufacturing Centre of the Pacific Northwest.

Look at the following evidences of its growth: **Population in 1880, 720. Population Jan. 1, 1890, 30,000 to 35,000.**

Assessed value of property in 1880	\$517,927
Assessed value of property in 1888	\$5,000,000
Assessed value of property in 1889	\$20,000,000
Real Estate Transfers for 1885	\$667,000
Real Estate Transfers for 1888	\$8,855,598
Real Estate Transfers for 1889	\$15,000,000
Banks in 1880	1
Banks Jan. 1st, 1890	10
Bank Clearances for 1889	\$25,000,000
Wholesale business for 1889	\$9,000,000
Value of manufacturing products for 1889	\$6,000,000
Money spent in Building Improvements in 1887	\$1,000,000
Money spent in Building Improvements in 1888	\$2,148,572
Money spent in Building Improvements in 1889	\$5,831,195
Money spent in Street Improvements in 1887	\$90,000
Money spent in Street Improvements in 1888	\$263,200
Money spent in Street Improvements in 1889, over	\$700,000

Money spent by N. P. R. R. Co. on Terminal Improvements in 1887	\$250,000
Money spent by N. P. R. R. Co. on Terminal Improvements in 1888	\$506,000
Money spent by N. P. R. R. Co. on Terminal Improvements in 1889	\$750,000
Coal shipped in 1882	(Tons) 56,300
Coal shipped in 1889	(Tons) 180,940
Crop of Hops in 1881	(Bales) 6,098
Crop of Hops in 1889	(Bales) 40,000
Lumber exported in 1889	(Feet) 107,326,280
Wheat shipped in 1889	(Bushels) 1,457,478
Private Schools in 1889	4
Public Schools in 1880	2
Public Schools in 1889	9
Value of Public School Property, 1889	\$264,480
Value of Private School Property, 1889	250,000
Regular Steamers in 1880	6
Regular Steamers in 1889	67

TACOMA is the only natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon is aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

TACOMA now stands pre-eminent as the future great Metropolis of Puget Sound, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

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General Manager of The Tacoma Land Co., TACOMA, WASH.

Tacoma Investments.

E. BENNETT, OF TOPEKA, Importer of Percheron and Clydesdale horses, purchased 80 acres of land, \$350 per acre, 3 1/2 miles from P. O., Tacoma, Nov., 1888. As "Attorney in Fact," now selling lots at \$200 each, known as "Hunt's Prairie Addition." Over 1/3 sold. LOCAL TRAINS to Lake View passing through the tract, commence running soon, when prices will advance 25 per cent. Wm. McDougall, of New York, purchased in March 40 acres west of Tacoma, \$650 per acre. To-day it will sell readily for \$1,000. Can refer to many others if required.

Have some good Acreage suitable for Additions near the city.

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Send 20 cents. Stamps.

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Situated on the line of street railway between Puyallup and Tacoma.

Price \$100 per lot.

\$10 Cash, balance in Monthly Payments of \$10.

Ten per cent. discount for cash. A large list of inside property always on hand.

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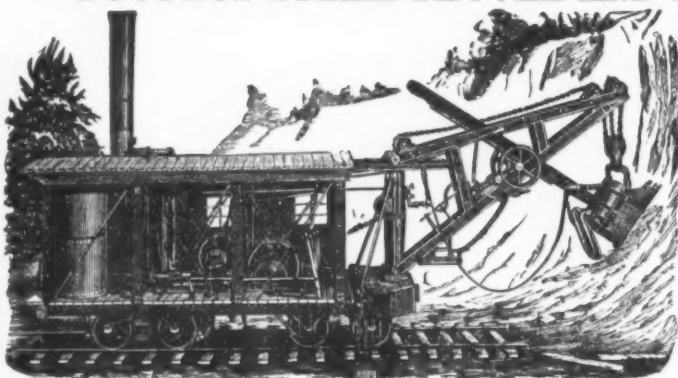
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GRAVITY 26°, 27°, 28°, 29°. COLD TEST 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

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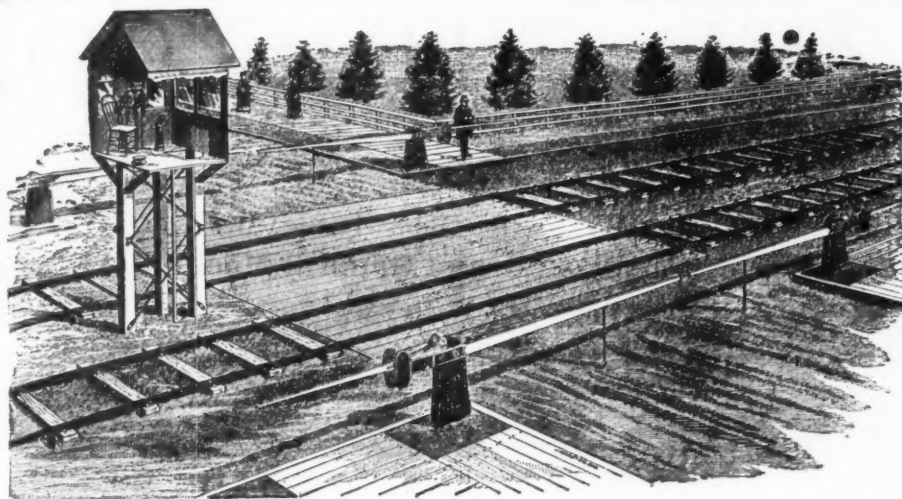
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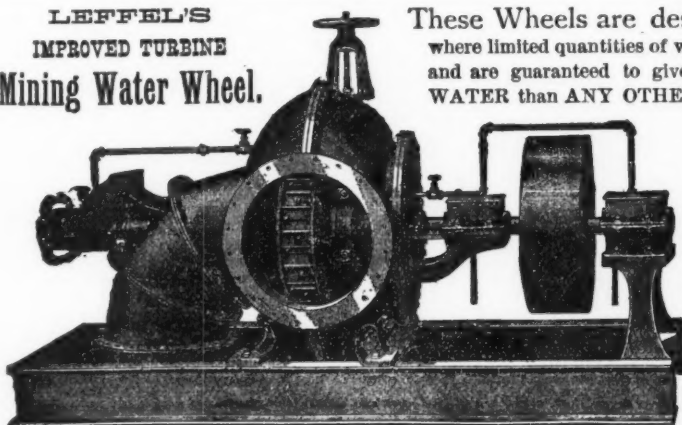
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HOMO STEEL BOILER PLATES AND SOFT SHEET STEEL.
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Always Lubricated and Ready for Use.

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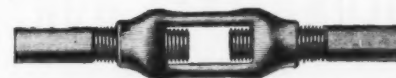
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Dust-guards for R. R. Cars, "Steel-clad" Fibre Track Washers, Flexible Fibre Pump Valves, Oil and Water Packings, Axel Washers, etc. Hard Fibre for **Electrical Insulation**, and **General Mechanical Uses**.

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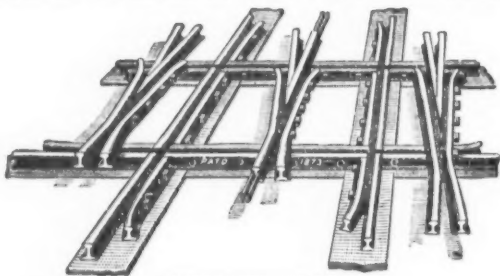
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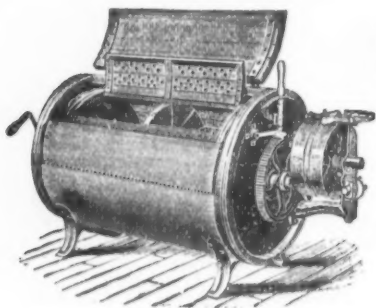


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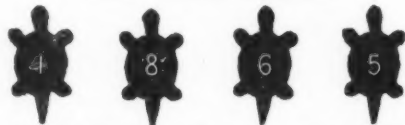
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Electric Light!

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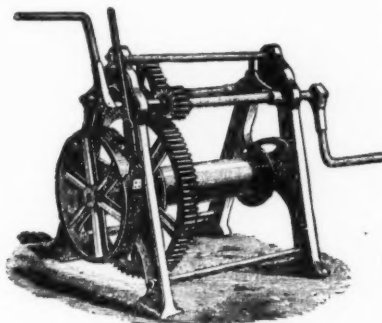
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CHAINS,

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For Exterior and Interior Decoration. Descriptive Circulars on application.

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THE BEST HE COULD DO.

Small Boy—"Say, dad, I wish you'd get me a bicycle."
Old Man—"Can't afford it, my son. Rent too high, coal too dear. Besides, I don't want you to break your neck."

Small Boy—"Well, then a tricycle."

Old Man—"Can't do it. But I'll tell you what you can have. When winter comes I'll try and get you a nice long icycle." (The youngster is pacified.)

IT DIDN'T WORK.

"W-when I was a b-b-boy," old stuttering, lying John Stultzy used to say, "I read the st-st-story of G-G-George Washington and the l-l-little h-h-hatchet, and I l-liked it so well that I th-thought I'd p-p-play it on my f-f-father. So I went out and ch-chopped d-down an apple t-t-t-tree th-that he'd taken lots of p-p-pains with. And when he c-c-came home and asked about it I said: 'I c-c-cannot t-tell a l-l-lie, father; I d-d-did it w-with my ax,' and he g-gave me such a l-l-lammin' that I h-h-haven't told the t-truth since."

HOW I SAVE MYSELF.

When I tire of my cigar, of my books and of the play,
And sigh for golden moments now forever passed away;
When I feel that single blessedness is not man's normal state,

Then I simply call on Brown—with his family of eight.

When a new, restless charmer appears upon the field,
And I fear that if I linger I might be compelled to yield—
Thus to strengthen my resolve, and to steel my armor plate,

I just make a call on Brown—with his family of eight.

A GOOD BUSINESS INVESTMENT.

Land Owner—"What! you a real estate dealer and contribute to the Anti-Poverty Society! It's directly contrary to your interests."

Real Estate Man—"Not at all, my dear sir. That is a very superficial view to take of it. Don't you notice how the Anti-Poverty men are always calling attention to the enormous profits made out of land?"

Land Owner—"Yes, and denouncing you and the rest of us as a set of sharks."

Real Estate Man—"That's all right. That makes the public all the more anxious to get hold of the land, so they can share in the plunder. Then they come and buy. See?"

A WALKING GOLDEN RULE.

He was a good young man: He didn't smoke, he didn't chew; the taste of liquor never knew. No card had ever touched his hand. He never broke the sixth command.

He was a good young man: In billiard rooms was never found, nor frequented the baseball ground. He didn't dance, nor banjo play; no naughty word would ever say.

He was a good young man: He was a walking golden rule, and taught a class in Sunday-school. He lived just like an old-school Quaker. In fact, was quite a Wana-maker.

He was a good young man: Yet when he skipped, without ta-ta, with the bank's funds to Canada, the whole town cried, as you may know, with shaking heads, "I told you so!"

But he was a good young man!

THE HODAG WAS SICK.

We had forty minutes to wait at the depot in St. Thomas, and everybody was taking it easy, when a young man from the farm, who was drawn there out of curiosity, perhaps, walked up to a well-dressed man who was pacing up and down, and began:

"Say, isn't your name French?"

"It is, sir," was the reply.

"You were running a show in Buffalo last March?"

"I was."

"Price of admission was twenty-five cents?"

"Exactly."

"Well, I was there. I went in. You had a big sign out saying you had a Hodag on exhibition. Bein' as I had never seen one I paid my quarter, but it was an infernal swindle. There was no Hodag there!"

"Ah! I remember. He was sick for a few days."

"Well, I want that quarter back, or I'll take it out of your hide! When I go in to see a Hodag the animal has got to be there or the money comes back."

"Quite right, my friend," calmly replied the other. "You happened to hit us when our Hodag was sick, but we gave you a far greater curiosity in its stead."

"What was it?"

"The exit. Didn't you see him?"

"I saw a sign over a door, but I didn't see no animal."

"Well, if you didn't open the door it wasn't my fault. The Exit was there to be seen, and everybody who saw him said he beat four Hodags rolled into one."

"Is that so? Well, I was in too much of a hurry, I guess, and if I have hurt your feelings I beg your pardon. An Exit isn't a Hodag, but if you were doing the best you could I have nothing to say."

A LITTLE NONSENSE.

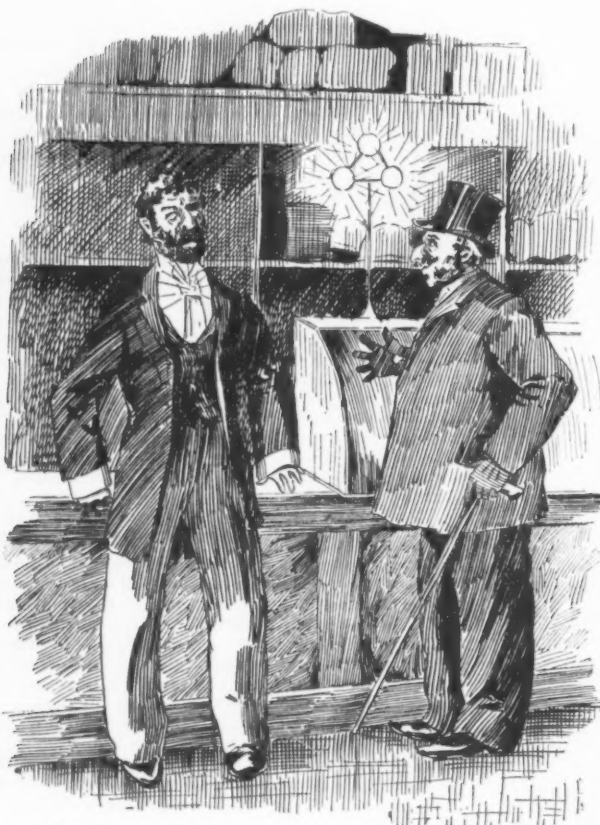
A rather cynical toast runs thus: "Woman—She requires no eulogy; she speaks for herself."

"The only way to prevent what's past," says Mrs. Muldoon, "is to put a stop to it before it happens."

Mrs. Snidkins says her husband is a three handed man, right hand, left hand, and a little behindhand.

Young Mr. Scheinstein—"Do you dink dot marriage vas a vailure, Onole Moses?" Uncle Moses—"Off you make monish by marrying it vas as good as a vailure, my poy."

"Allow me to congratulate you on your engagement! Tell me how it came about. I thought you intended remaining single?" "Yes, certainly; but I met the other day at a ball a young and pretty girl, with whom I got into conversation, and only think, she confessed that she, too, had decided to remain single. Impossible to imagine greater harmony of disposition—and so we got engaged."



W/S/T

"Mine proder Gilead vas in dis morning—he is in der blate ant chewelry pleness, y' know, Einstein. He look at dose spoons of yours vonce unt say, blated! Vell, ride away I know you'd bin cheated—cause you would'nt pe givin' me unt Rebecca blated vare on our silfer anniversary—so chust now I takes dem pack to Plinkenheimer, whose name was on der box, unt exchanged 'em for solid silfer on your credit, ain't it?"

Black—"Brown is one of those men who think it is never to late to mend." White—"Oh! he has reformed then?" Black—"No; he's still going on in the old way. It ain't late enough for him."

"It is curious that the son of so eminent a lawyer as your father should prefer the coal business to the law." "Not at all, I am as devoted to Coke and Blackstone as he was." "And to Littleton, too, I suppose?"

Miss Madison, of New York—"How did you like the gondola your uncle sent you from Venice?" Miss Culmet, of Chicago—"We didn't like it at all. It was a dreadful black color and was too slow for anything; but papa had it painted red and white, and put a naphtha engine in it, so that it is very nice now."

Innocence—"I never knew before that you were an artist," said Miss Dottington to a young man of her acquaintance. "An artist?" "Yes; but I should think that you would try real subjects—landscapes and so on, you know." "Why—I must confess that I don't catch your meaning." "Indeed! It was only yesterday that papa said you were very much given to painting the town."

Stranger—"Doctor, what would you do if I were to be bitten by a snake?" Physician: "I should order you to the hospital and have you filled to the muzzle with whisky." Stranger: "Doctor, do you know of any snake around here anywhere?"

"Do you believe in the saying 'A little knowledge is a dangerous thing?'" asked one congressman of another. "I guess so; why do you ask?" "It occurred to me that if it's correct there are lots of fellows around here who are taking great chances."

Mrs. Cottonbury—"Why don't you go on? It's a splendid story." Mr. Cottonbury (who has been reading aloud): "Well, I've just reached the bottom of the column, and it ends in this way: 'Evelina threw herself at his feet and cried, "Thomas Ratelyte, why don't you use Murphy's salt whisky for coughs and colds?"'"

AT THE METROPOLITAN MUSEUM.—Attendant: "Are you looking for anything in particular?" Uncle Rube: "Yis, sah, I is. I heered tell dat dey wuz some ob d'ole mastabs a-stoppin' heah, en I fought whad I'd look in en' see 'f ole Mars Ogletho'pe ob Gale's plantation, Georgy, had arrived in town. I ain't sot eyes on him sence sixty-fo'."

My wife is fond of furbelows
And edgings rich and rare,
And ruffles on her plainest clothes
It pleases her to wear.
Her very wrappers ruffled are,
But even that won't do;
She carries out the thing so far
Her temper's ruffled too.

THE BOLD COUNTER JUMPER'S CAROL.

With my trusty shears in hand
All the live long day I stand;
Every lady's small command
Me employs.

When I am not "on the mash,"
With my scissors do I slash,
Or I hurl the mandate—"cash"
At small boys.

But when evening shades the vale,
Then I never seldom fail
In a borrowed swallow-tail
To cavort.

From my proud distingu'e air
I might be a millionaire,
In the waltz with damsels fair
I disport.

I appear, I'm sure as well
As the very richest swell:
While my status none can tell
Is a hoax.

To some faded passsee belle
My affections I will sell;
Then I marry her and dwell
With her folks.

—Minneapolis Journal.

Mrs. A.—"What a pleasant person Mrs. Greene is to visit! She always receives one so courteously, you know." Mrs. B.—"Why that's the only reason that I do not call upon her. It is a sign of vulgarity, don't you know, to appear so pleased to see visitors. It looks as though you were not in the habit of receiving company."

THE WIND TAKEN OUT OF HER SAILS.
"Mr. McClintock," she shouted, "I want you to take your feet off the parlor table." "Mrs. McClintock," he said in a fixed, determined voice, "I allow only one person to talk to me that way. And who is that?" she demanded. "You, my dear," he replied softly, as he removed the pedes.

One of our Sunday-school teachers, on a recent occasion, told her pupils that when they put their pennies in the contribution box she wanted each one to repeat an appropriate Bible verse. The first boy dropped in a cent, saying: "The Lord loveth a cheerful giver." The next boy dropped his cent into the box, saying: "He that giveth to the poor lendeth to the Lord." The third and youngest dropped his penny, saying: "A fool and his money are soon parted."

The Rev. Mr. Perkins being called upon suddenly to address a Sunday-school thought he would get a few original ideas from his young hearers. "Children," said he, "I want some of you to tell me what I shall talk to you about to-night. What shall I say?" At first there was no response. "That bright little fellow over there," said he, pointing to a youngster on one of the back seats, "What shall I say to you to-night?" In a little piping voice came the answer: "Say amen and sit down."

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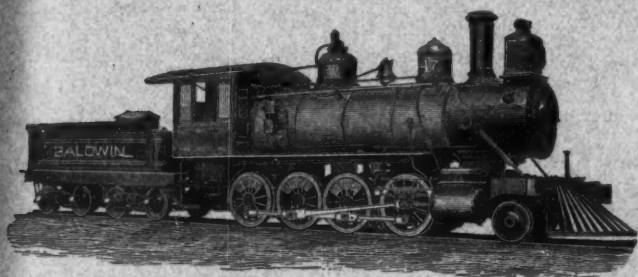
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